

# Towards Bellerive

The development of the  
Kangaroo Bay / Kangaroo Point area  
1806 to 1830.

by

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This essay contains no material which has been accepted for the award of any other degree or diploma in any university and, to the best of my knowledge, contains no copy or paraphrase of material previously published or written by another person except where due acknowledgement is made in the text.

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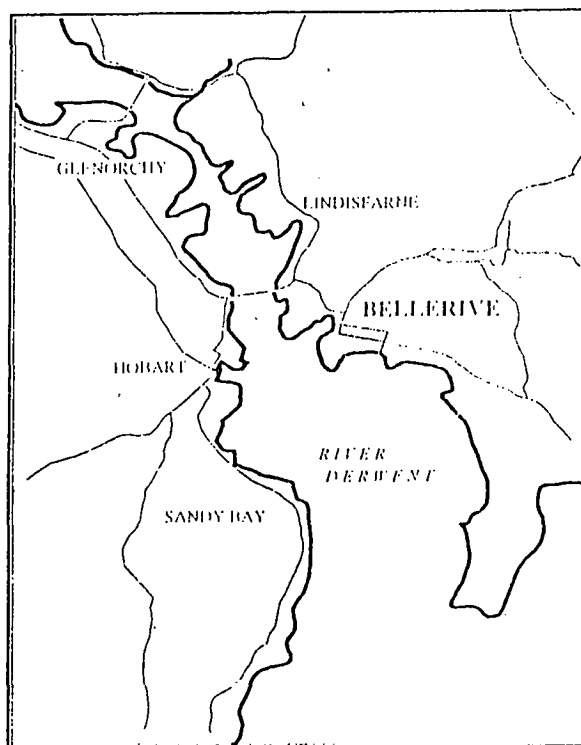
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"I wish everyone would write only about what he knows... A man may well have a detailed knowledge or experience of the nature of one particular river or stream, yet about all the others he knows only what everyone else does; but in order to trot out his little scrap of knowledge he will write a book on the whole of physics! From this vice many great inconveniences arise."

Michel de Montaigne, *Four Essays*, Penguin, 1995, page 7.



## Towards Bellerive

### The development of the Kangaroo Bay / Kangaroo Point area

1806 to 1830

This study makes a first attempt to document from primary source material Bellerive's earliest settlement in 1806, when it was known as Kangaroo Bay and Kangaroo Point, and its subsequent development through to 1830. The end date was decided by limitation of time but proved to be a mile-stone marking the passing of an epoch of a rampant illegal stock trade and the consolidation of a commercial ferry service provided both by government and private individuals. Government interest in the area is apparent from Macquarie's intervention in 1812, to 1824 when Lieutenant-Governor Arthur attempted to domicile an Aboriginal group there. Reports from the late 1820s and early 1830s present it as most unsavoury, in contrast with Bellerive's later reputation as a fashionable watering-place. The current work makes no effort to investigate the latter phenomenon but suggests that such research would be worthwhile both in terms of land use study and changing human perceptions of their environment.

The current study does draw attention to the early extensive settlement of the area and the role played by *Calcutta* arrivals and relocated Norfolk Islanders, including three who arrived in Australia in 1788 with the first fleet.

## Towards Bellerive

### Introduction

The original aim of this research was to document the natural history of the Bellerive area\* as it was first recorded by Europeans. As a Bellerive resident, I am aware of great changes in the area in my nearly twenty years' residence and, as a member of the Bellerive Historical Society, I am aware of the concern of some other residents at the loss of the "natural" environment in an area which has largely become a suburb. This loss was forcibly brought home by the discovery of two early descriptions of the area, one a journal entry by surgeon Thomas Mitchell en route to Sydney (1), the second a description in Alexander Dumas' *The Whalers* (2). Both accounts are from the 1830s and refer to bird and animal life now exotic to the area.

These accounts sat well with the prevailing concept of the history of the area: that, because of its situation across the Derwent, Bellerive was largely unsettled before the 1820s, then began to develop through the 1830s. I thus expected to find descriptive accounts from early official and unofficial explorers, knowing that a curiosity about the natural history of the new colony existed both for scientific and economic reasons. To my surprise, I found no relevant official description beyond general references to the shores of the Derwent and interest in the resources of Ralph's Bay, and no excited references by such as George Prideaux Harris (3), John Helder Wedge (4) or Charles Rowcraft / William Thornley(5) to the natural beauty to be found immediately over the river. Exploration *up* river and *down* river obviously allured, but *across* river did not seem to occur. The exception was the Reverend Robert Knopwood's diary (6) in which there is increasingly frequent mention of the

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\*This area was first known as Kangaroo Bay and, later, as Kangaroo Point. Changing nomenclature is documented at Appendix 1.

eastern shore for gathering thatch and stakes, and hunting between 1804 and 1806.

I came to the conclusion that the Bellerive area was a source of supply of raw materials for the developing Hobart Town and its often hungry inhabitants whose gaze was predominantly down river searching for signs of the all important supply ships. The lack of reference to the area was due to too great a familiarity gained in the battle to survive. There seemingly was nothing to research before 1810.

This conclusion was, in turn, shattered by the discovery that 18 male settlers, most with wives, held land in the "Risdon /Clarence Plains" area at the General Muster in 1809 (7). A further 20 such settlers were at "Clarence Plains". The 1809 General Muster sent me on a new line of investigation and provided me with a tool to do so.

I had previously been aware that there were two settlers in the Kangaroo Bay (Bellerive) area in 1806. The early settlement by Richard Clark and Richard Morgan is well documented and features as part of the story of the City of Clarence's Rosny Historic Centre. This knowledge had given rise locally to a concept of Bellerive history not unlike Jane Austen's *History of England*(8):

1806 - Richard Clark and Richard Morgan; 1816 - Urias Allender, first licensed ferryman; 1832 - first steam ferry, the *Surprise*; 1860 - Clarence declared a rural municipality; 1860s - O'Mays' safe and reliable ferries; everything's fine from here-on. I now knew that the area had a social history prior to the 1830s and Urias Allender did not operate in splendid isolation, transporting wayfarers en route to Richmond and Sorell. Kangaroo Point has people and a life-style of its own to investigate virtually from the first white settlement of Van Diemen's Land, and very early in Australian colonial history.

Such an historical record is important to a community fighting to preserve its cultural heritage. In her *Clarence Historic Site Survey*, commissioned by the City of Clarence, Audrey Hudspeth says:

Fortunately there is now a greater concern for the historic heritage, although this has been defined largely in architectural terms, thereby excluding many other significant sites which it is the task of this document to address. Local historical societies are now researching and appraising the urban heritage.(9)

The Bellerive Historical Society contributed to this site survey in 1993/4 but ignorance caused it to underplay the importance of Kangaroo Bay, an area undergoing extensive gentrification in 1996. Continuing research is imperative to make comprehensive submissions to public consultation and appeal processes. It will also provide resources to meet the growing interest expressed by local schools and residents in the history of the Bellerive area.

The available writings specific to Bellerive are scant. Basil Rait wrote the booklet *The Bellerive Story 1804 - 1972* (10) to mark the opening of the Bellerive Primary School in 1972. Frustratingly, this slim volume implies many of my recent findings but is unreferenced. Similarly, Ruth Tinning's *The Story of Rosny and Montagu Bay* (11) gives few references and has some confusion over early-land grants. Jill Robertson's *Glenfield - A House in Bellerive* (12) is a limited edition published by the author and concentrates on the 1850s onwards. The Bellerive Historical Society has published three volumes in its *Bellerive Heritage* (13) series but these mostly confine themselves to recent social history, as do the Society's newsletters. Size and subject-wise, a grander undertaking was the City of Clarence's Bicentennial publication *The Spirit of Clarence - A Tasmanian Community* but as the Foreword says, it

does not pretend to be a formal history of the City of Clarence, but is rather a collection of reminiscences and anecdotes of the

City's development collected from a wide cross section of the community.(14)

Unfortunately most of the collective knowledge of Bellerive's history is of this nature and therefore open to error with the risk of compounding by later researchers.

In addition to the *Clarence Site Survey*, I am aware of three academic approaches to researching the area. The City of Clarence recently commissioned Peter MacFie to undertake a history of the site of the Rosny Historic Centre. This is entitled *From Work to Leisure - A History of Rosny Farm, Kangaroo Bay, Tasmania, 1806 - 1962* (15) but is as yet unpublished. This is the most detailed work to date on early Bellerive. Also very useful is Joanna Hirst's *Bellerive and Lindisfarne: The Development of Two Isolated Suburbs in a Divided City, 1806 - 1930* (16), an unpublished thesis. The third, also unpublished, is Deborah Hey's Degree of Bachelor of Education thesis *Clarence Plains - A Local Study Encompassing the Years 1805 - 1927* (17).

The latter two works trapped my thinking for a while. Hirst maintained that difficulty of access and lack of water inhibited the development of the eastern shore. These were familiar ideas and I accepted them. I came to Hey's study of Clarence Plains in the knowledge that Kangaroo Point had been in the district of Clarence Plains. However the study confined itself to the Rokeby area, reinforcing the popular concept perpetuated by Lloyd Robson (18) that "Clarence Plains" and "Rokeby" are synonymous. G.W. Evan's 1821 map (19) shows Clarence Plains extending nearly to Risdon along the Derwent, bounded by Ralph's Bay to present day Lauderdale, then bounded by Frederick Henry Bay to Pitt Water. I was at a loss to know how to research Kangaroo Bay within Clarence Plains but alerted to the problem of nomenclature and the need to improve my knowledge of local geography.

When Governor Lachlan Macquarie anchored in Frederick Henry Bay on 22 November 1811, his ship, the *Lady Nelson* unable to travel up the River Derwent due to bad weather, he sent "Mr Meehan, the Surveyor, to proceed overland to Hobart Town"(20) at 11 a.m. James Meehan was familiar with the eastern side of the Derwent and Sullivan's Cove from time he had spent surveying there in 1803 - 4 at the request of Governor Philip Gidley King(21). The *Derwent Star* reported that

The arrival of His Excellency Governor Macquarie &c with his Lady and suit in Frederick Henery [sic] Bay by the Nelson Brig, was announced to the Commandant by Mr J. Main [sic], Acting Surveyor, who came overland to Kangaroo Point and crossed to give that information.(22)

Macquarie was clearly confident that the river could easily be crossed, and this proved the case with Meehan returning with Captain Murray, then Commandant of Hobart Town, by 10 pm (23). They had left the Government Barge, *Derwent*, at Daniel Stanfield's farm at Ralph's Bay and walked the three miles over the neck to the Lady Nelson. The next day, the Macquaries left Stanfield's farm at 8.20 am in the "Derwent" and arrived at Hobart Town at 11 am after "a very pleasant rowe"(24).

This incident is important for many reasons. It illustrates a perception of the Clarence area and access to Hobart very different from that today when arrival is usually by road or aeroplane. The significance of the later proposal for the Lauderdale canal is clear. Similarly the fear that Hobart Town could be attacked from the eastern shore by invaders arriving unseen from Frederick Henry Bay and proceeding overland to positions opposite Hobart becomes understandable. This concern was considered in the design of the Kangaroo Bluff Battery first mooted in the 1840s and finally completed in the 1880s(25). A letter to the *Tasmanian News* on 28 April 1885 regarding an unannounced

visit by Russian Naval Officers to a house in the Seven Mile Beach area suggests such fear may not have been mere fancy (26). The Macquarie incident also demonstrates the comparative ease of movement in a district with vast water frontage\*.

As mentioned, the discovery of the 1809 General Muster was the turning-point for this study. Not only did it indicate that the eastern shore was extensively settled by Macquarie's first visit but it provided the nomenclature to refine the area of study, enabling the "Risdon / Clarence Plains" district to be separately delineated from "Clarence Plains". Since "Kangaroo Point" would lie in the "Risdon / Clarence Plains" district, the task now seemed simple: trace the land grants of the 18 settlers from the Risdon / Clarence Plains area to find their location, track the settlers by future musters and cross reference them against the *Australian Dictionary of Biography*, Knopwood's diaries, *Historical Records of Australia*, the *Bigge Report*, genealogical research and contemporary newspaper reports. This would result in a reasonably comprehensive picture of time and place. But reference to the *Historical Records of Australia* and *Land Survey Department Records of Land Grants, Van Diemen's Land, 1804 - 1823*, revealed that, in keeping with the theme of eastern shore accessibility, the task was not to be plain sailing.

Firstly the "Returns of land granted by P.G King, W. Paterson and L. Macquarie between 1804 - 10" (27) show only three on the eastern shore: those of Michael Mansfield, \_\_\_\_\_ [believed to be William] Parish and the Reverend Robert Knopwood. Richard Clark (190 acres) and George Guest (24 acres) are listed as having land only at Sullivan Cove. George Guest

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\* According to the Clarence City Council "Infobook 94/95", the Municipality of Clarence has 191 km of coastline.

showed in the 1809 General Muster as having 300 acres at "Risdon / Clarence Plains", but of course may first have had land at Sullivan Cove. Richard Clark's grant was a mystery since he is known to have had a grant on the eastern shore and shows there, with 195 1/2 acres in the 1809 Muster. The notes to *Historical Records of Australia* (28) point out that the

register formerly kept in the office near government house, Hobart town, is not available, and there is no record of any grants between the 1st of January, 1806, and the 9th of May, 1809, except the grants made to Jonathon Taylor and R. Brooks, but it is probable that more were made.

Many records were destroyed on the night of Collin's death.

Secondly, reference to the *Land Survey Department Records of Land Grants, Van Diemen's Land, 1804 - 1823* (29) provided both confirming and confusing information. These records show that on 1 January 1808 Michael Mansfield was granted "50 acres lying and situate on the River Derwent, Van Diemen's Land, on the East side of the Derwent in \_\_\_\_\_ [sic] Creek." It is therefore difficult to know its location but does illustrate that grants "on the River Derwent" can include the eastern shore, the term being used to denote the colonial settlement rather than strict geography.

The batch of location orders granted on 20 September 1813 by Governor Macquarie (30) include Thomas William Birch's 300 acres in the "District of Cambridge" and Richard Morgan's 190 acres also at Cambridge. It must be borne in mind that Lieutenant - Governor Collins did not have the authority to grant land, therefore grants made by him were temporary pending the issue of the final grant by the governor at Sydney (31). Accordingly, dates on Land Survey Department grants are usually much later than the grantee may have assumed use of the land by a "location order". This situation is likely to account for some of the anomalies of the previously mentioned "Record of land

grants 1804 - 10" (32) and must also have increased the risk of clerical and transcription error.

The dates, however, are a lesser problem than that of physical location and nomenclature. In the Return of a General Muster 1809 (33) Thomas William Birch's land is described as being "near Clarence Plains" whereas Richard Morgan's is at "Risdon /Clarence Plains", as is George Guest's which was at Risdon Cove. William Gangell's 210 acres when granted in 1813 is described in the Land Survey Department records as being in "Clarence Plains" but "bounded on the North East by Morgan and Edmond's farms" (34). It would have been impossible for any land grant of 210 acres to be bounded on the north-east by Richard Morgan's farm which was approximately where Rosny College and Rosny Public Golf Course is today. Such a location would predominantly be situated in the Derwent River. The first reference I can find to an "Edmond" is William Edmond's "Clarence Plains" grant of 30 acres on 22 June 1818 (35). At a later stage of research I discovered the 1825 *Monmouth Chart 1A* which indicates that Edmond's land was adjacent to William Morgan's, a son of Richard, and both parcels of land are categorised as belonging in the Clarence Plains district in 1825. Today we would consider this land to be in the Cambridge area. Prior to the discovery of the Chart, I was confused and unable to picture where Gangell's land lay because the area described as "Clarence Plains" in 1813 was well outside what most historians today would consider as Clarence Plains; the adjacent land used to delineate Gangell's land in 1813 was itself not granted until 1818; and because the Morgan referred to was neither Richard Senior or Junior but William, another son. Further confusion arises because Richard Morgan's land is described as being at Cambridge in the Land Survey Department records whereas other Kangaroo Bay grants are described as "Clarence Plains", and his son William's

land is described as "Clarence Plains" in a geographical situation we would call "Cambridge" today.

The importance of ensuring that the actual geographical situation of a settler is known is demonstrated by the different portrait of Richard Morgan in the biography section of Marjorie Tipping's *Convicts Unbound...* (38) compared with Peter MacFie's depiction (39). Tipping's portrayal is of a gentleman with land at Kangaroo Point and Cambridge, and who retires to his Cambridge land. MacFie depicts a jaded and dishonoured Morgan who, following his dismissal as Constable at Kangaroo Point, sells his land there and goes to live with his son at Cambridge.

The problem of dates and location of property indicate why a study adhering to an historical region (such as "Clarence Plains") is easier than researching a comparatively modern location, such as "Bellerive". *The Index to Early Land Grants, VDL, 1804 - 1823* (40) is of limited use for the present purpose because it uses G.W. Evans' 1822 delineation of Districts, thus failing to explain the possible locations of "Derwent". The land granted to Richard Clark, Mathew Power and Thomas Hopkins at "Derwent" in 1806 by Philip Gidley King is in the Warrane / Bellerive area today.

Of course the true Belleriver remains undeterred, but I have had to curtail the extent of the intended study. My aim had been to undertake this ground-work research to the 1860s. The project time allows me to get, more sketchily than I had hoped, to the 1830s. This is about the time the name "Bellerive" came into use although, as David Burn reported (41) it was not a name which sat comfortably on the tongues of the locals. It is before the present sandstone gaol and watch-house was built, though a "...small and miserable hovel" housed a constable whose "unwearied and zealous perseverance" resulted in

the "extraordinary diminution of offences... not withstanding the vast increase of population and traffic" (42). The study ends before Kangaroo Point's natural heritage brought Charles Darwin to its shores, became an export in the form of quality sandstone, and lured artists to a pleasant spot from which to paint Hobart and Mount Wellington. It is well before *Walch's Almanac* described Bellerive's emergence from

comparative obscurity into a favoured and coveted resort during the summer months for the wealthy and fashionable residents of Hobart Town - indeed it has become a "Watering Place", its magnificent beaches and other promenades affording healthy and delightful retreat to hundreds during the summer. A residence of a few months has been known to effect a cure in individuals whose complaints baffled the skill of their medical attendants for years.(43)

The picture of Kangaroo Point provided by the contemporary documents I have used is of a transit place where most residents eke out a living from ferrying, crop farming, the stock industry, and, for some, crime. The change from this situation to that described in the 1867 almanac is a fascinating one for future study.

## Introduction

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## Chapter One

### The Settlement of the Eastern Shore

1806 - 1810

One of the attractions of Hobart for European settlement was the large harbour afforded by the River Derwent. Given the universal importance of water as a mode of transport at the time and the long voyages the first white settlers had made to get to Van Diemen's Land, it is likely that their attitude to water transport and their perception of stretches of water differed from ours today. For Lieutenant - Governor Collins a constant dilemma was balancing the needs of settlers and officials for water travel with the need to secure a penal settlement which relied on convict labour for its development. This was difficult in a port traditionally visited by whaling crews as well as traders from New South Wales, and particularly difficult when the supplies promised the fledgling colony failed to arrive, or proved inedible, and starvation threatened\*. In September 1806 he issued the General Order that "No Private Boats are ever to go down the River without Permission from the Lieutenant Governor" (2). The circumstance of Lieutenant Bowen remaining at Risdon after Lieutenant Collins removed to Sullivan's Cove on the opposite side of the Derwent suggests that the newly arrived Europeans at least accepted the need to cross the river, and Knopwood enjoyed a social life on both banks(3). His diary makes clear that exploration of the new colony continued by boat and Collins reported sending men from Sullivan's Cove "to the opposite Shore" (4), probably Ralph's Bay, to collect oyster shells for mortar in May 1804. In the same despatch to Governor King, Collins told of two settlers, Richard Clark and William Birt, who " wish to have their Farms on the other

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\* although Marie Fels' work indicates that convicts did not desert in the hunger period (1)

side of the River, nearly opposite this Cove; but having Cropped their ground at Risdon Cove, they are desirous of remaining there until they have reaped the Fruit of their Labours" (5). Birt returned to Sydney in August 1804 but Richard Clark, (sometimes Clarke in the records) became the first landholder at Kangaroo Bay. Collins' Order of 15 June 1804:

The Settlers will in future receive their provisions weekly instead of once in four weeks as formerly. This regulation cannot be attended with any inconvenience to them, the distance between their grounds and the Town being so inconsiderable.(6)

suggests either that Richard Clark did not live on the eastern shore at this stage or that the crossing of the Derwent was seen as no impediment.

By 15 October 1805 Collins had consented to requests from some of the officers and settlers "to build themselves small boats for their Accommodation in going up and down the River and sending their Servants and Dogs across" (7). Hunting for food and gathering materials for building was vital for the survival of the new colony but the Clarence Plains area was already a traditional hunting ground for the Moomairemener people. In the early days of European settlement, Knopwood made mention of the Aboriginal people's fires on the Eastern Shore (8) and the first conflict with the Aboriginal people had taken place on the eastern side of the Derwent at Risdon Cove (9). The crew which, in 1804, Collins told Governor King had gone to collect oyster shells on the opposite shore had "...been assaulted by a numerous Party of Natives and beat off with Stones and Clubs" (10). In September 1804 Collins could report having had no contact with natives in Sullivan's Cove. (11) Fear of attack must have weighed heavily on the minds of the early eastern shore settlers.

Kangaroos, wallabies and emus were at first plentiful around Kangaroo Bay. Collins described the kangaroo as a "very valuable animal" (12). With the uncertain and infrequent arrival of ships from Port Jackson bearing food and provisions for the infant colony, kangaroo was bought at a good price from hunters for the government victualling store (13). The supply not only alleviated the hunger and scurvy of the settlement but was used to make shoes and glue.(14). By 1806 the extent of hunting had resulted in the animals moving inland and the drought of 1806-7 caused food shortages for both the Aboriginal and European people, creating conflict between them for food (15). In 1808, again desperate for food and despairing at the imminent arrival of the people removed from Norfolk Island, Collins reported to Viscount Castlereagh:

Our Numbers will, however, very soon become too extensive to admit of trusting to this precarious mode of Supply [recourse to the Woods], neither do I think I should be able to procure it in sufficient quantity, particularly during the Summer Season, when it will be impossible to preserve it in a State fit for issuing from the Distance at which it is even now to be found, since the more these Animals are hunted the further they are driven into the interior.(16)

With little understanding of Collins' crucial plight in the first years of settlement, or a desire not to criticise the British or Port Jackson authorities, John Oxley, sent to report on the fledgling colony, commented in 1810 on the development of bush-ranging as a consequence of employers sending labourers kangaroo-hunting for quick financial gain instead of farming(17). He believed these hunters became incapable of the effort farming required and "betook themselves to the Woods" where they could continue hunting and trade with the settlers for other necessities(18). Using the Garrison and General Order Book 1810 - 12, which is not included in the *H.R.A.* series, Marie Fels suggests a more sophisticated operation which broke the marine officers' monopoly on hunting profits:

"...bushrangers supplied kangaroo meat to persons inside the settlement who delivered it to the store and received credit or payment, it is not clear which. With the proceeds, these people purchased gunpowder and supplies which were exchanged in turn for more kangaroo meat."(19)

Kangaroo Bay would seem to have been ideally located for such a trade. It is directly across the river from Hobart but the deep gulch makes it unobservable from the town. Perhaps the name derives from the quantity of kangaroo brought to the Government Store by settlers in the area rather than the numbers of kangaroo originally there. The first known reference to "Kangaroo Bay" occurs in Knopwood's diary in early 1807 by which time, according to Lieutenant Collins, kangaroo had already moved out of the area, and at which time the Hobart settlement was dependent on such meat. It may be that, from first settlement, Kangaroo Bay residents were involved in entrepreneurial, but illegal, activities. Oxley alleged there were "not less than 20 to 30 Men from the two Settlements of the Derwent and Port Dalrymple in the woods, who have become extremely troublesome, plundering the Settlers of their Arms, Dogs, and whatever else might be of use to them" (20). He estimates the total population of Van Diemen's Land at the time as 1,100. Were Kangaroo Point settlers not in liaison with bush-rangers, they would have been exceedingly vulnerable to such attacks.

An inconvenience added to the threat of bush-ranger attack was the resultant embargo on the use of boats. This was lifted on boats going *up* river after Michael Mansfield, an early settler of the Eastern Shore, captured Richard Lemon and John Brown in March 1808 (21). In an 1810 Instruction, Macquarie "expressly commanded [Murray] not to allow Craft of any sort to be built for the use of Private Individuals, without a written License from me." (22) This order was repeated to Andrew Geils in 1812 (23) and must have placed a serious imposition on the lives of the early settlers analogous to

living today in a suburb well serviced with roads but forbidden from having a car.

In addition to these vexations required by a government seeking to control convict escape and smuggling, the unique event of the deposed Governor Bligh's arrival at the Derwent in 1809, disrupted river traffic. Collins reported, with delightful understatement, that Bligh had "unhandsomely" threatened to fire on boats which did not report to his ship(24). Richard Morgan Senior and many of the newly arrived Norfolk Islanders supported Bligh who, in turn, was sympathetic to their plight (25). Though none of the eastern shore settlers signed the May 1809 statement of loyalty to Governor Bligh (26), their support would not have endeared them to Collins and may have cemented an image of simmering social unrest and potential disloyalty in their locale. Further research on causative factors needs to be undertaken but it does appear that progress in the Kangaroo Bay area, such as the establishment of the government ferry service, did not occur until the arrival of Lieutenant Governor Davey in 1814 and may have been impeded by Collins and the local officers who succeeded him in authority.

Transit problems were not only man-made. Henry Melville records that, prior to 1824, "so abundant were the whales...it was dangerous to cross the water to Kangaroo Point"(27). The weather also made the crossing unpredictable as Knopwood later recorded in his diary.(28) Despite our twentieth century impression that drownings in the Derwent from upset boats were frequent, Knopwood mentions only three involving Kangaroo Point transits in the 25 years covered by his available diaries, and newspaper reports are rarer than I expected. Further research into the frequency of such events could challenge modern perceptions of the world of these early settlers. Restriction on boat

building and boat use could have been a blessing, protecting lives from incautious private users.

Not just whales but also the burgeoning industry which they attracted to the settlement, may have impacted on eastern shore development. The abundance of whales in the Derwent was noted by Melville and much earlier by William Collins (29) who established a shore-based whaling station at Droughty Point. This station operated from 1805 to approximately 1815 with economic conditions, rather than scarcity of whales, thought the reason for its closure (30). Little has been documented but probably the station was manned by visiting whalers, and locals would have been largely unfamiliar with it (31) except for the smell. Lieutenant-Governor Collins' General Order of March 1806 forbade interaction with whalers (32), though Knopwood reported obtaining whale meat for his dogs at Droughty Point (33). Apparently there are no reports of humans eating whale meat (34) which seems strange given the years the colony faced starvation.

The smell of a tryworks was allegedly abominable (35) and perhaps the eastern shore was tainted both by this and the reputation of the whalers. David Collins reported that Hobart "has been resorted to every Season since I have been here by Whalers, many of whom have filled their ships with Oil procured in the River and adjacent Bays, and proceeded therewith to England".(36). American whalers were also common. As early as 1808, Collins described the "Ship Dubuc, South Sea Whaler, now laying condemned in this River"(37). Harry O'May records that the Dubuc was taken over to Kangaroo Bay and beached (38). This may have been the beginning of Kangaroo Bay as the industrial centre revealed by Peter MacFie's research(39). Again, one gets the view that the land and local people were not considered of great worth. The prohibition on intercourse with whaling crews

...was doubtless driven by security concerns as well as to control smuggling.

While there is no evidence to date that eastern shore people were involved in smuggling activities, their situation ideally placed them to benefit from illegal trade with visiting ships.

Whether the local economy was legal or illegal, it attracted new settlers, many from Norfolk Island. The arrival of these immigrants lifted the population of the Derwent settlement from 483 in 1807 to over 1060 in late 1808. (40) A significant number of the Norfolk Islanders came to the Clarence Plains district. The 1809 Muster of Settlers includes 16 former convict Norfolk Islanders (41) of the 38 settlers in the "Risdon / Clarence Plains" and "Clarence Plains" areas. Their land grants were small, ranging from 30 to 80 acres, with the majority 30 -40 acres. The size of their land allocation in Van Diemen's Land depended on their developed Norfolk Island holding and may therefore reflect the limited extent of their success at Norfolk Island. (42) It seems likely that these new settlers would have either lacked the relevant farming skills or have been disgruntled with their lot, and possibly both. John Oxley commented at length on the plight of the "Settlers from Norfolk Island" who suffered

from the totally inadequate Means that were provided for their Subsistence and Comfort at their New place of Abode. Most of those Settlers were [while on Norfolk Island] living in a most comfortable Manner, possessing without much labour every necessary of life in Abundance, And the luxuries, which the Island did not afford, was purchased by its produce. Everyone of them had some Stock, which, giving up to the Commandant at Norfolk, was to be returned in kind at the Derwent; habitations were also to be provided for them till they could build others for themselves. (43)

It was this discontent which had aligned many of the Norfolk Island settlers to support Governor Bligh in the hope that their promised entitlements could be delivered. Heather Felton, author of the *Living with the Land* Series (44),

contends that, in the absence of the convict assistance promised them, the Norfolk Islanders engaged Aboriginal workers for their farms and that this would have been the case in Clarence Plains (45). It is unlikely that either of these circumstances would have been considered wholesome by the free settlers and marine officers of New Town and Hobart Town, a view later promulgated by historian James Backhouse Walker who held that the "Norfolk Island settlers did not add much to the welfare and progress of the settlement at the Derwent." (46). Far more recently, Marie Fels says of the Norfolk Islanders:

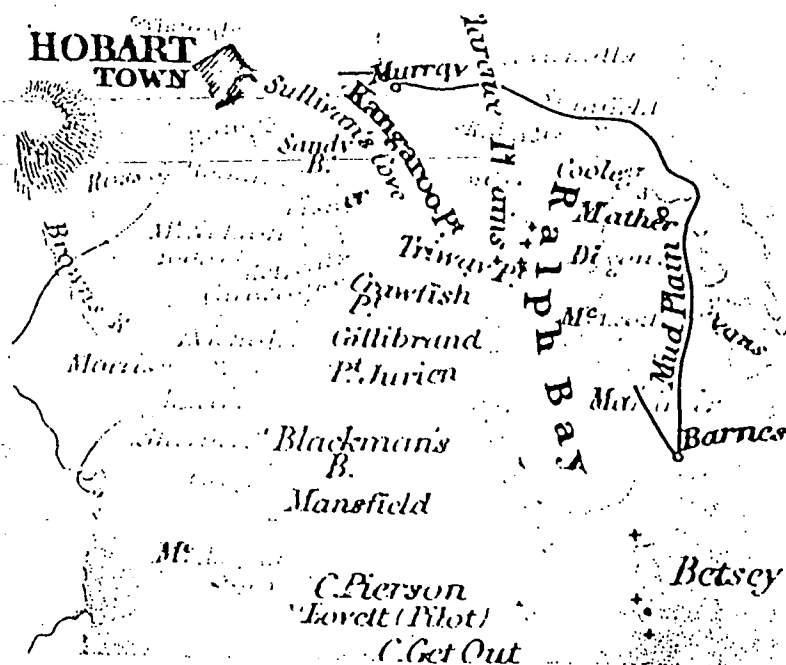
They were mostly middle-aged men with grown up children, land and property. They had difficulty settling in Van Diemen's Land: as they wrote to Foveaux [Lieutenant Governor at Norfolk Island], they were too old and too tired to start pioneering. Besides, large numbers of their children married shortly after arrival and their labour was not available to their parents. Because of the shortage of convicts, the evacuees did not receive the assigned servants promised to them. (47)

This view is borne out by the settlers in the Kangaroo Bay area Wright points out that the Norfolk Islanders did have 17 - 20 years' knowledge of the seasons and conditions in the Southern Hemisphere and refers to their contemporary, John Pascoe Fawkner, saying they "gave us that accession of skill required in opening up of a new country" (48). On the eastern shore successful farmers like the Stanfields and Edward Kimberley were the exception. Their initial land grants were much larger indicating that they continued agricultural success begun at Norfolk Island.

The newly arrived Norfolk Islanders were to be victualled at government expense and it is interesting to speculate how those on the eastern shore received their supplies. Was a trip to Hobart Town required, probably via Kangaroo Point given the restrictions on boating? Or were provisions shipped

over either to Kangaroo Point or to one of the Clarence Plains settlers' homes for distribution? This latter option seems unlikely given the risk of loss of scarce commodities by sinking or seizure, and Ralph's Bay was "very shoal" (49) for ships. A 1953 Hobart Marine Board Plan of Bellerive wharf (50) makes reference to an "old Government Store (from plot of old plan 1867)" on the site where the ferry wharf is today. This (or an earlier building on this site) could have been used for such a purpose. I am aware of no earlier mention although an 1846 painting of Kangaroo Bay by F.G. Simpkinson de Wesselow shows a possible such building (51).

It seems far more likely that settlers needed to travel to Kangaroo Point, perhaps by private scow or boat, and then ferry to Hobart. Hudspeth notes that prior to 1826 Sergeant and Mrs McCaulay frequently visited Hobart, using the lime-burners' boat from Ralph's Bay. (52) It is not known whether there was a road or track between Kangaroo Point and the Rokeby area of Clarence Plains at this early stage. Newitt gives one undated reference to the road from Kangaroo Point to Clarence Plains, the undated map below. It is likely to be from the 1830s.



Undated map of road to Clarence and Muddy Plains (53)

If there was an overland link prior to 1810 it is likely to have been informally constructed by the method described by W.C. Wentworth in 1819 after his visit to Van Diemen's Land, whereby a person wishing to establish a road "marks trees to serve as a guide to all such as require to travel on it." (54). In 1809 in Clarence Plains any such track was unlikely to have been formed by "droves of cattle and sheep". According to the General Muster of that year, the "Clarence Plains" settlers in total possessed 25 sheep and 2 cattle. The numbers swell to 311 sheep and 90 cattle if "Risdon / Clarence Plains" district is included, but 242 and 74 of these, respectively, belonged to two settlers in the Kangaroo Point area - Richard Clarke and Richard Morgan - and George Guest of Risdon Cove, and there would seem no need for them to be herded to Clarence Plains. There were no horses in either district.

Life at this time must have been difficult and one wonders what had induced Norfolk Islanders to re-settle at Clarence Plains. Was it encouraged at government level to disperse the population and ease the food situation? According to Wright, Collins asked advice from the ex-Norfolk Islander and Irish exile, General Joseph Holt, on where the future settlers ought to be allocated land in 1805 (55). Perhaps Richard Morgan, a former Norfolk Islander who had settled at Kangaroo Bay by 1806, acted as a magnet. Wright makes the point that Morgan's Run was one of three properties which tended to act as a marker for other properties on Norfolk Island (56) and Morgan's Kangaroo Bay property may have become a nucleus for settlement. Certainly Morgan, Richard Clarke, Michael Mansfield and George Guest are the only settlers in the area at this time to show signs of prospering as the following settler information reveals.

## Settlers situated at Risdon/Clarence Plains

(information obtained from matching 1809 Muster with 1811 list of people who have been convicts. From Irene Schaffer, *Land Musters, Stock Returns and Lists Van Diemen's Land 1803 - 1822*. (57))

## Settlers who have been convicts:

Blondell, John. Wife and 2 children. 18 acres, 2 in wheat.  
Browne, Richard. Wife. 40 acres, 1 in wheat.  
Collins, William. 50 acres, 6 in wheat. 2 cattle.  
Cross, William. Wife. 75 acres, 3 in wheat.  
Duncombe, John. Wife. 35 acres, 3 in wheat.  
Fowles, Thomas. Wife. 50 acres, 6 in wheat, 2 in barley. 12 sheep, 2 goats, 2 swine.  
Morgan, Richard. Wife, 7 children. 130 acres, 18 in wheat. 9 cattle, 97 sheep, 2 goats, 1 swine.  
Wade, John. Wife, 1 child. 78 acres. 2 cattle, 11 sheep, 2 goats, 1 swine.

## Settlers who may have been convicts:

Balance, James. Wife. 50 acres, 2 in wheat.  
Williams, Thomas. 30 acres, 4 in wheat, 2 in barley.

## Settlers for whom no convict record was found by this matching:

Guest, George. Wife, 4 children. 300 acres, 20 in wheat. 63 cattle, 49 sheep, 1 swine.  
Hamley, William. No wife, 1 child. 30 acres, 3 in wheat.  
Hopkins, Alexander. Wife. 30 acres, 1.5 in wheat.  
Hopkins, Thomas. Wife. 30 acres, 6 in wheat. 9 sheep.  
Lynch, Humphrey. Wife. 30 acres, 3 in wheat, 1 in barley. 1 swine.  
Mansfield, Michael. Wife. 50 acres, 13 in wheat. 3 cattle, 12 sheep, 10 goats, 1 swine.  
Plyer, John. 50 acres, 2 in wheat, 1 in barley. *nb may also be known as George*.

## Settlers known not to have been convicts:

Clarke, Richard. Wife. 195.5 acres, 6 in wheat. 9 cattle, 96 sheep.

## Settlers situated "near Clarence Plains":

Birch, Thomas William. Wife. 100 acres, 5 in wheat, 2 in barley. 6 cattle, 38 sheep, 1 goat, 4 swine.

A comparison with other districts (see Table 1 below) shows that, by settler numbers at least, the "Risdon / Clarence Plains" and "Clarence Plains" districts were doing well. Sociologically, settlers predominantly consisted of former convicts and Norfolk Islanders. Opportunities for consorting with bushrangers and illicit contact with whalers readily existed. Farming activities were often difficult because of small land grants, shortage of water and possible lack of relevant agricultural skills. Transport was easy because of the vast water frontage but was made complicated by government regulations.

Table 1

Analysis of the General Muster of 1809 shows the following settlement pattern for southern Tasmania (Buckinghamshire):

Locality	Number of Settlers (exclusive of spouses and children)
New Town	40
New Norfolk	36
Clarence Plains	20
Risdon / Clarence Plains	18
near Clarence Plains	1
Hobart Town to Brown's Rivulet	16
Sandy Bay	6
Herdsmen's Cove and opposite	2
Not allotted	1
blank	12
Total	152

## Chapter One

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2. *Historical Records of Australia* (H.R.A.), Series 3, Volume 1, p.547.
3. *The Diary of the Reverend Robert Knopwood 1803 - 1838*, ed. Mary Nicholls, T.H.R.A., 1977.
4. *H.R.A.*, 3, 1, p.238.
5. *ibid*, p.239.
6. *ibid*, p.270.
7. *ibid*, p.332.
8. Knopwood, *op.cit.*, years 1803 -6, passim.
9. *ibid*, p.51.
10. *H.R.A.*, 3, 1, p.238.
11. *ibid*, p.281.
12. *ibid*, p.338.
13. *H.R.A.*, 3, 1, passim.
14. *ibid*, p.286.
15. Heather Felton, *Living with the Land: Aborigines in Tasmania*, Book 1, "Invasion", Department of Education and the Arts, Tasmania, 1989
16. *H.R.A.*, *op. cit.*, p.403.
17. *H.R.A.*, *op. cit.*, p. 575.
18. *ibid*.
19. Fels, *op. cit.*, p.58.
20. *H.R.A.*, *op.cit.*, p.576.
21. *ibid*, p. 563.

22. *ibid*, p. 447.
23. *ibid*, p.470.
24. *ibid*, p.427.
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26. Reg Wright, *The Forgotten Generation of Norfolk Island and Van Diemen's Land*, Library of Australian History, Sydney, 1986, p. 124.
27. Henry Melville, *The History of Van Diemen's Land from the Year 1824 - 1835, inclusive. During the Administration of Lieutenant-Governor George Arthur*, ed. George Mackaness, Horwitz - Grahame, Sydney, 1965, p.16.
28. Knopwood, *op. cit.*, entries for 23 and 25 November 1826.
29. *H.R.A., op. cit.*, p.276.
30. personal communication with Kathryn Evans, author of *Shore - based Whaling in Tasmania, Historical Research Project: a report for the Parks and Wildlife Service*, Hobart, Parks and Wildlife Service, 1993.
31. *ibid*
32. *H.R.A., op. cit.*, p.539.
33. Knopwood, *op. cit.*, p.122.
34. Personal communication with Kathryn Evans as above.
35. *ibid.*
36. *H.R.A., op. cit.*, p.405.
37. *ibid*, p.410.
38. Harry O'May, *Wooden Hookers of Hobart Town and Whalers out of Van Diemen's Land*, Government Printer, Tasmania, second impression, 1978, p. 13.
39. Peter MacFie, *From Work to Leisure. A History of Rosny Farm, Kangaroo Bay, Tasmania, 1806 - 1962*, to be published by Clarence City Council.
40. Wright, *op. cit.*, p.115.

41. Figure obtained from cross referencing 1809 Muster of Settlers with 1811 "List of Men who have been Convicts" from Irene Shaffer, *op.cit.* and *L.S.D.*, 354, 1 - 3.
42. Irene Schaffer and Thelma McKay, *Exiled! Three Times Over, Profiles of Norfolk Islanders exiled in Van Diemen's Land 1807 - 13*, St David's Park Publishing, Hobart, 1992.
43. H.R.A., *op. cit.*, p. 576.
44. Felton, *op.cit.*
45. Personal communication with Heather Felton, March 1996.
46. Walker, *op. cit.*, p.172.
47. Fels, *op. cit.*, p.62.
48. Wright, *op. cit.*, p.116.
49. *H.R.A.*, *op. cit.*, p.199.
50. *EO1318C*, copy in possession of Bellerive Historical Society.
51. F.G. Simpkinson de Wesselow, *Kangaroo Bay, Hobart, 1846*, original watercolour in possession of the Royal Society of Tasmania, copy held by Bellerive Historical Society.
52. Audrey Hudspeth, *Clarence Historic Site Survey*, Part 1, Clarence City Council, 1994, p.61.
53. Lyn Newitt, *Convicts and Carriageways, Tasmanian Road Development until 1880*, Historical Committee of the Department of Main Roads, Tasmania, 1988, p.97.
54. *ibid*, p. 33.
55. Wright, *op. cit.*, p. 117.
56. *ibid*, p. 69.
57. Shaffer, *op. cit.*, List 5:1.

## Chapter Two

### First Settlers of Kangaroo Bay / Kangaroo Point

Of the 18 settlers listed in the Risdon / Clarence Plains area in the 1809 Muster, 8 lived around Kangaroo Bay. Richard Morgan and Richard Clark were the largest of the early land holders with properties at the head of Kangaroo Bay on either side of the rivulet. Mathew Power had land adjacent to Clark's, and Thomas Hopkins held a grant north of Power's.

This reading of Clark's, Power's and Hopkins' 1806 land grants is contentious. They are described in the Land Survey Department records as "Situate on the River Derwent". Power and Hopkins, both closely associated with Lieutenant-Governor Collins (Power as husband to Collins' mistress, Hopkins as Collins' valet) are generally believed to have held land on the western shore (1).

Possibly the land at Kangaroo Bay was seen as a desirable acquisition in 1806 or perhaps Collins needed a presence on the eastern shore because of actual or potential illegal activity by early settlers. Mathew Power does not appear at all in the 1809 Muster and is believed to have returned by then to England with his wife, Hannah. There is only one "Thomas Hopkins" and one "Richard Clark" in the 1809 Muster and these are in the Risdon / Clarence Plains area with land under cultivation. Clark was in Port Dalrymple by 1815 and there is no further mention of Thomas Hopkins in the available musters. They may have been honest men unwilling to live amongst criminal activity. At Collins' death in 1810, it may have been untenable for them to stay. James Ballance appears in the 1809 Muster with 2 acres in wheat, although his land is not formally granted until 1813. His access to land so early is surprising given he was a *Calcutta* convict sentenced to 14 years in 1802 who absconded from Hobart Town in 1805 taking precious dogs with him. He may have taken over Mathew Power's grant. Like Richard Morgan, Ballance had a long and

continuous association with Kangaroo Point, and similarly was implicated in stock theft (2).

According to Wright, five of the re-located Norfolk Islanders settled at Kangaroo Bay: Humphrey Lynch, Richard Brown, Thomas Fisk (Frisk), William Cross and Anthony Chandler (3). I can find no record of land grant for either Thomas Fisk or Anthony Chandler. Fisk is known to have lived at Kangaroo Point from the *Hobart Town Gazette* reports of his disappearance and implied involvement in sheep theft in 1816. William Cross is included at Risdon / Clarence Plains in the 1809 Muster and at "Kangaroo Bay, Coal River and Pitt Water" in the 1815 List (4). His 1817 land grant is given in bearings and distances from a "mark on the edge of a Gully" and makes no reference to anything identifiable today. He seems to be the first settler in the area to choose land not on the bay or following the Kangaroo Bay Rivulet, but unfortunately its precise location is unknown.

A First Fleeter as well as a Norfolk Islander, Humphrey Lynch fits Fels' description of one too old to resettle successfully. On Norfolk Island, the Lynchs had lived adjacent to Richard Morgan. In Van Diemen's Land they similarly lived close to the Morgans. Lynch attended the 1809 Muster at Risdon / Clarence Plains but in 1815 was at New Town where he hanged himself in 1817 (5). In a suicide note he bequeathed his sheep to a daughter living at Kangaroo Point. His wife, Ann Stokes, had died in February 1816 (6).

Richard Brown's farm was immediately north of Humphrey Lynch's. There are a number of Richard Brown(e)s listed in the records though only one shows in the *Index to Early Land Grants...* and the description corresponds with the land grant of Norfolk Islander Brown. Like Humphrey Lynch, both Brown

and his wife came with the First Fleet. Mary Brown died in October 1817 at the age of 74 years (7). It is highly likely she is the "Mrs Brown" the Reverend Knopwood visited on Saturday 20 September 1817. Richard Brown died in 1831, aged 81 years.(8) This couple also bear out Fels' comments regarding the advanced age of some of the Norfolk Island settlers.

Like James Ballance, John Potaski came as a convict on the *Calcutta*. Also sentenced in 1802 his term was only for 7 years. His wife, Catherine, came free and is believed to have received land at Clarence Plains in her own name.(9) She may have had her husband assigned to her as a servant.(10) Their son, Joseph, was hanged in 1821 charged with burglary and the rape of Mrs Thrupp, wife of Alfred Thrupp, the agent of Andrew Geils from whom John Potaski wished to buy the property "Geilston". There is great confusion over the given and family name of John Potaski. The 1818 land grant to Joseph Potaski may have been made to him or his son.

Thomas Williams is a mystery because his name is so common. An unmarried Thomas Williams is present at the 1809 Muster and a Thomas Williams of Kangaroo Point married into the Belbin family at a double wedding in 1816. Williams married Sarah, and a Mr Brown of Pittwater married her sister Catherine. In early 1810 the Belbin family had refused to allow the 11-year old Catherine to be nursemaid to Margaret Eddington, Collins' second mistress in Van Diemen's Land, also a Norfolk Islander. From his arrival from Norfolk Island in 1808 James Belbin had constantly clashed with the local governing authorities, particularly Lieutenant-Governor Collins and Edward Lord, and had ardently supported the deposed Governor Bligh. In 1812, after working his passage to England, he sought, and received, redress there from the now Admiral Bligh. He returned to Hobart in 1814 where he was appointed Inspector of Stock for Hobart Town and Kangaroo Point in August 1819 and

Superintendent of Slaughterhouses in 1824(11). Thomas Williams was already Pound keeper at Kangaroo Point in July 1819. Such snippets of information tantalise with possibilities: did one man owe his position to the other, and, if so, who had the influence? Had Thomas Williams also supported Bligh? He did not sign the 1809 petition but nor did Richard Morgan Senior, another known supporter. It is possible that after Bligh's arrival the Clarence Plains area was viewed as a hotbed of dissidents and malcontents. There may be a link between such a perception and Macquarie's decision to avoid Kangaroo Point in the planned main route to Port Dalrymple, or likewise in his 1812 statement that ground at Kangaroo Point would be required for government use.

The remaining original grantees in the Kangaroo Bay / Kangaroo Point area seem more obviously entrepreneurial. Richard Morgan Junior's land was adjacent to his father's and suggests an attempt to build a Morgan family agricultural empire as described in Peter MacFie's history of Rosny Farm (12). Uriah Allender, James McCormack and, briefly, Thomas Florence seized the opportunity to establish ferry businesses. It is astonishing that a commanding piece of land such as Rosny Point was not granted until 1820 when Florence, who did not arrive in Van Diemen's Land until 1817, acquired it.(13)

I have profiled 15 of these first settlers from primary documentation and information from Peter MacFie (14), Irene Schaffer and Thelma McKay (15), Irene Schaffer (16), Marjorie Tipping (17), Reg Wright (18) and Knopwood's diary (19) unless otherwise referenced. They are presented in order of land grant although this may not reflect their residence at Kangaroo Point. Richard Morgan Senior, for example, is known to have lived there by 1807 but is not granted land until 1813. Humphrey Lynch is not granted land until after his death. List and Muster detail comes from Irene Schaffer's *General Musters*,

Stock Returns and Lists... I feel considerably more research needs to be done before information on these settlers can be presented as "biographies".

Similarly, I am uneasy drawing conclusions about the nature of early Kangaroo Bay from such scant knowledge and consider this work only a starting point.

It is clear from Knopwood's diaries and newspaper reports that people other than land-holders lived here and a truer picture could be achieved by also looking at their lives.

### Profiles of First Male Settlers of Kangaroo Bay / Kangaroo Point

#### Clark, Richard

Also Clarke.

Richard and Maria Clark accompanied Bowen to Risdon Cove as a settlers. Richard was a stone-mason and was appointed Superintendent of Convicts. (*H.R.A., Series 3, Volume 1*). See also Tipping pages 111 and 160, MacFie, page 15.

"By etc, etc...

Richard Clark - 195 acres lying and situate on the River Derwent, Van Diemen's Land, bounded by the cove and unallotted land on the south, a roadway 1 chain broad parallel with and adjoining freshwater ponds on the west, Powers farm on the North and unallotted ground on the East - Quit rent, four shillings after five years and as the design &c "to consent".

Bearings	Distances
	C L
N&S	25,75
E&W	75,70

1 January 1806

Philip Gidley King"

*LSD, 354, Volume 1, page 19.*

Risdon / Clarence Plains settler in General Muster of 1809.

Included in 1815 list of signatories from "Port Dalrymple, Launceston" in favour of establishing a Criminal Court at Hobart Town District.

#### Power, Mathew

As a prisoner, Mathew Power came in the *Calcutta* to Risdon Cove with David Collins. Power's wife, Hannah, was Collins' first mistress in Van Diemen's Land. They had both returned to England by 1812 (Tipping).

"...the Commissary will therefore erase the names of Matthew Powers and Francis Shipman from the List of Prisoners and insert them in the class of free People." General Orders, January 1805 (*H.R.A., 3, 1, page 529*).

"By &c, &c, &c,

Mathew Power - fifty acres lying and situate on the River Derwent, Van Diemen's Land, bounded by Clark's farm on the South, a roadway 1 chain broad parallel with the Ponds on the West, by Thomas Hopkins farm on the North and unallotted ground on the East ~ Quit rent one shilling after five years and as the design &c "to consent"

Bearings	Distances
	C. L.
N&S	25,75
E&W	75,70

In testimony &c this 1st January 1806

("Signed") Philip Gidley King

signed and sealed in our presence.

("Signed") Saml. Larken

Richd. Hughes

The above is a true extract from the surveyor's return and abridged "in formula".

G. Blaxcell

LSD 354, Volume 1, Register 3C, page 211.

1809 General Muster - Power does not appear.

#### Hopkins, Thomas

A servant to David Collins and licensee of the first recorded public house, the Sign of the Whale Fishery which opened on 25 July 1807 (Tipping, page 122).

1 January 1806, allotted 30 acres at Sullivan's Cove (*H.R.A.*, 3, 1, page 568)

"...Thomas Hopkins ~ thirty acres lying and situated on the River Derwent, Van Diemen's Land, bounded by Power's farm on the South, a roadway 1 chain broad parallel with the ponds on the West,...on the North and unallotted ground on the East ~ Quit rent, one shilling after five years and as the design &c "to consent"...

In testimony &c this 1st January 1806

("Signed") Philip Gidley King..."

LSD 354, Volume One, page 20

May 1807, absolute remission of sentence (*H.R.A.*, 3, 1, page 555).

Married Hannah Whittaker, also known as Susannah Whittiker / Whitiker, on 1 February 1808 one month after her arrival from Norfolk Island. This was the first marriage in Hobart of a person having arrived from the island (Schaffer and McKay, p.206).

Risdon / Clarence Plains settler in General Muster of 1809. Does not appear at subsequent musters.

#### Ballance, James

Convict: 14 years, March 1802, Stafford, Calcutta (see Tipping for Biography).

Monday 25 March 1805: "This morning was missing from the Hobart Town the following prisoners - James Ballance, John Rogers... They took away some doggs." (Knopwood).

At "Risdon / Clarence Plains" in General Muster 1809.

From Land Survey Department Records of Land Grants, Van Diemen's Land, 1804 - 1823, Volume 2:

*Folio 214*

"Unto James Ballance his Heirs and Assigns to have and to hold for ever Fifty Acres of Land lying and situate in the District of Clarence Plains Van Diemen's Land. Bounded on the North Side by Potaskoi's Farm bearing East ten degrees South thirty eight chains forty five links. On the South East side by a line South twenty five degrees West ten Chains fifty links to Clarke's farm - On the South Side by forty Six chains of that Farm bearing West to the Kangaroo Bay run - and on the West side by that run - Conditioned - and Reserving to Government the right of making a Public Road through the same. And also reserving for the use of the Crown such timber as may be deemed fit for Naval Purposes - Quit rent One Shilling -

In testimony to this 20th day of September 1813

"Signed" L. Macquarie"

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

7 September 1816, *Hobart Town Gazette*, sale of bull

22 February 1817, *Hobart Town Gazette*, notice of stock movement.

15 March 1817, *Hobart Town Gazette*, notice against crediting his wife.

29 March 1817, *Hobart Town Gazette*, wheat tender.

2 July 1818, *Hobart Town Gazette*, tender of fresh meat.

3 October 1818, *Hobart Town Gazette*, licensed publican Freemason's Arms, Kangaroo Point.

21 February 1818, *Hobart Town Gazette*, notice of mutual separation of James and Hannah Ballance.

19 December 1818, *Hobart Town Gazette*, meat tender accepted.

8 May 1819, *Hobart Town Gazette*, Mr. James Ballance proceeding to Sydney, requests claims to be presented.

Morgan, Richard

Convict: 7 years, March 1785, Gloucester, Alexander. Transported to Port Jackson, then to Norfolk Island. Left Norfolk Island in 1805 to return to Port Jackson, then travelled to Hobart Town (see MacFie and Wright for detail).

Lot 80 on Norfolk Island (Wright, page 60).

Saturday 2 January 1808: "The Lieut. Govnr went to Morgan's farm across the water" (Knopwood).

Risdon / Clarence Plains settler in General Muster of 1809.

"Unto Richard Morgan his Heirs and Assigns to have and to hold forever One Hundred and Ninety Acres of Land lying and Situate in the District of Cambridge Van Diemen's Land - bounded on the South West side by forty three chains of a line bearing East twenty five degrees South (dividing it from Kangaroo Point) and touching on a Small Point in Kangaroo Bay - on the Eastside by Kangaroo Bay and that part of the run dividing it from Clarke's farm - on the North by a West line (Commencing at Clarke's North West Corner,) to the Bay - On the West side and thence by that Bay - Conditioned - and reserving to Government the

right of making a Public Road through the same, And also reserving for the use of the Crown such timber as may be deemed fit for Naval Purposes. Quit Rent - Four Shillings

In testimony this 20th day of September 1813

"Signed" "L. Macquarie"  
*LSD, Volume 2, Folio 215*

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

There are 9 references to "Morgan" in the Genealogical Society library.

McCormack, James

Born at Norfolk Island (Wright, page 175).

"Unto James McCormie his Heirs and Assigns to have and to hold for ever, Fifty Acres of Land lying and situate in the District of Clarence Plains, Van Diemen's Land ~ Bounded on the South West side by a line bearing East thirty-five degrees South thirty-six chains Sixty links to the Derwent river Commencing at a Mark on the Water's edge in Kangaroo Bay, and by the Derwent river to a Marked Gum Tree, from thence North fifteen chains which is his East Boundary, then by a line bearing West fifteen degrees North ~ thirty six chains fifty links to Kangaroo Bay, and by the Bay ~ Conditioned not to sell or alienate the same for the space of Five Years from the date hereof, And to cultivate Fifteen Acres within the said Period, And reserving to Government the right of making a Public road through the same, And also reserving for the use of the Crown such timber as may be deemed fit for Naval Purposes ~ quit rent ~ One Shilling.

In Testimony this 1st day of January 1817

"signed" L. Macquarie  
*LSD 354, Volume 3, Folio 145.*

10 May 1817, *Hobart Town Gazette*, meat tender accepted.

29 May 1819, *Hobart Town Gazette*, new ferry advertised plus fares.

1821 debt of one pound three shillings to H.M. Government (Shaffer, List 10:6)

*The Tasmanian Almanack 1825*, J. McCormack licensed ferryman (page 63).

Thursday 13 December 1832: "Mr McCormack of Kangaroo Point died" (Knopwood).

Allender, Urias

Also Uriah Allendar

A *Calcutta* convict who served as a sailor on the voyage out and volunteered to accompany William Collins from Port Phillip to Port Jackson (Tipping, page 249).

1806, granted conditional emancipation (Knopwood).

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

3 August 1816 - *Hobart Town Gazette*, charged with refusing to carry bearer of despatches for Governor Davey.

10 August 1816, *Hobart Town Gazette*, report of theft from his premises at Kangaroo Point.

14 December 1816, *Hobart Town Gazette*, granting of ferry licence.

"....Unto Uriah Allender his Heirs and Assigns to have and to hold for ever, Thirty Acres of Land lying and situate in the District of Clarence Plains, Van Diemen's Land - Bounded on the South West side by James McCormie's farm - on the East side by a North line of thirteen Chains - On the North Eastside by a line bearing West 10 degrees North thirty-four chains to Kangaroo Bay - and on the West Side by the Bay - conditioned - Not to sell or alienate the same, for the space of five years from the date hereof, And to cultivate Ten Acres within the said Period, and reserving to Government the right of making a Public road through the same, And also reserving for the Use of the Crown such timber as may be deemed fit for Naval Purposes - quit rent - One Shilling -

In testimony this 1st day of January 1817

"signed" L. Macquarie"

*LSD, Volume 3, Folio 146*

29 March 1817, *Hobart Town Gazette*, wheat tender.

15 May 1819, *Hobart Town Gazette*, Benefactor to Auxiliary Branch Bible Society of Van Diemen's Land.

25 September 1819, *Hobart Town Gazette*, a ferry boat belonging to U. Allendar capsized with boatmen, George Halton and John Ambridge, and passenger, Benjamin Briscoe, drowning.

Attended 1822 Hobart Town Muster.

*The Tasmanian Almanack 1825*, U. Allender licensed ferryman (page 63).

#### Morgan, Richard Junr

See also MacFic page 7.

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

"Unto Richard Morgan Junr. his Heirs and Assigns to have and to hold for ever, Fifty Acres of Land lying and Situate in the District of Clarence Plains, Van Diemen's Land ~ Bounded on the south side by Thirty three chains of Richard Morgan Senior North Boundary ~ on the West side by a line bearing North fifteen chains ~ On the North side by and East line of forty-one Chains to Kangaroo Bay Stream ~ And on the East side by the Stream ~ Conditioned ~ Not to sell or alienate the same for the space of Five Years from the date hereof, And to cultivate Fifteen Acres within the said Period, And reserving to Government the right of making a Public Road through the same, And also reserving for the Use of the Crown such timber as may be deemed fit for Naval Purposes ~ quit rent ~ One Shilling.

In Testimony this 1st Day of January 1817

"Signed" L. Macquarie."

*LSD, Volume 3, Folio 147.*

#### Cross, William

Convict: 7 years, March 1793, Coventry, Scarboro. Ex Norfolk Islander, arrived Hobart Town 14 February 1808 on *Lady Nelson* (Wright, page 110).

Risdon / Clarence Plains settler in General Muster of 1809.

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

"Unto William Cross his Heirs and Assigns to have and to hold for ever, Eighty Acres of Land lying and Situate in the District of Cambridge, Van Diemen's Land, ~ Bounded on the South West side by a line bearing South 26 degrees East 42 chains from a Mark on the edge of a Gully ~ on the South East side by a line bearing North 26 degrees North 41 chains to the Gully ~ And on the North West side by that Gully ~ Conditioned ~ Not to sell or alienate the same for the space of five years from the date hereof, And to Cultivate 18 Acres within the said Period, and reserving to Government the right of making a Public road through the same, and also reserving for the Use of the Crown such timber as may be deemed fit for Naval Purposes ~ Quit rent Two Shillings.

In Testimony this 1st day of January 1817

"L. Macquarie".

*LSD, Volume 3, Folio 148*

There is a William Cross at the 1822 Hobart Town Muster but the convict information is significantly different.

#### Potaski, John

Also Pataskie, Potaskie, Pitaskie.

Convict: 7 years, March 1802, Sussex, *Calcutta*. See biography in Tipping.

"Unto Joseph Potaskie His Heirs and Assigns to have and to hold for ever Forty Acres of Land lying and Situate in the District of Clarence Plains, Van Diemen's Land, Bounded on the South side by James Ballance's Farm, On the East side by a line bearing North twenty five degrees East Nine Chains, On the North side by a line bearing West fifteen degrees, North thirty chains, Fifty links to the Pond, and on the West side by the Pond - Conditioned, reserving to Government the right of making a Public Road through the same, and also, reserving for the use of the Crown such Timber as may be deemed fit for Naval Purposes.

Quit Rent One Shilling

In Testimony this 22nd Day of June 1818

(Signed) "L. Macquarie"

*LSD, Volume 3, Folio 228*

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

29 March 1817, *Hobart Town Gazette*, T. Kent and Potaski wheat tender.

#### Williams, Thomas

There are four Thomas Williams listed in Tipping. Wright lists three from Norfolk Island, though Schaffer and McKay record only Thomas Williams, husband to Sarah Belbin.

Risdon / Clarence Plains settler in General Muster of 1809.

14 September 1816, *Hobart Town Gazette*, marriage of Thomas Williams, Settler at Kangaroo Point to Sarah, daughter of J. Belvin of Collins Street. James Belvin / Belbin and his family were Norfolk Islanders and Williams may have acquired his land grant via Sarah.

"(Norfolk Island Claim)"

Unto Thomas William His Heirs and Assigns to have and to hold for ever Forty Acres of Land lying and situate in the District of Clarence Plains, Van Diemen's Land, Bounded on the South side by Joseph Potaskie's Farm, On the East side by a line bearing North 25

degrees East 10 chains ~ On the North side by a line bearing West 22 degrees North 32 chains thirty links to the Ponds, And on the West Side by the Ponds ~ Conditioned, reserving to Government... ~ Quit Rent One Shilling  
In Testimony...this 22nd Day of June 1818

(Signed) "L. Macquarie"

Before signing it is here inserted that the following Clauses in this Printed Form which prescribe the Selling, Alienating, transferring, Clearing and Cultivating are not required by the Terms of this Grant."

*LSD, Volume 3, Folio 229*

10 July 1819, *Hobart Town Gazette*: "Found astray...a large boar. The owner may have the same by application to Mr Williams, Pound keeper at Kangaroo Point...". NB 14 August 1819, *Hobart Town Gazette*, James Belbyn appointed Inspector of Stock for Hobart Town and Kangaroo Point.

There are 19 references to "Williams" in the Genealogical Society library.

### Lynch, Humphrey

Humphrey Lynch was both a First Fleeter and a Norfolk Islander. He is profiled in Schaffer and McKay. On Norfolk Island he lived at Lot 81, adjacent to Richard Morgan. He arrived in Hobart Town with his wife, Ann Stokes, on the *Lady Nelson* on 9 November 1807 (Wright, pages 68 and 107).

Risdon / Clarence Plains settler in General Muster of 1809.

Included in 1815 list of signatories from "New Town" in favour of establishing a Criminal Court at Hobart Town District.

4 January 1817, *Hobart Town Gazette*, Humphrey Lynch suicide near New Town, daughter at Kangaroo Point.

"(Norfolk Island Claim)

Unto Humphrey Lynch His Heirs and Assigns to have and to hold forever thirty acres of Land, lying and situated in the District of Clarence Plains, Van Diemen's Land. Bounded on the South side by Thomas Williams' Farm, On the East side by a line bearing North 25 degrees East nine chains ~ On the West 25 degrees North 32 chains Sixty Links to the Pond ~ Conditioned, reserving to Government... Quit Rent one Shilling

In Testimony this 22nd Day of June 1818.

(Signed) "L. Macquarie"

Before signing it is here inserted that the following Clauses in this Printed Form which prescribe the Selling, Alienating, transferring, Clearing and Cultivating are not required by the Terms of this Grant."

*LSD, Volume 3, Folio 229*

### Brown, Richard

Also Browne.

Convict: 7 years, July 1783 (1793?), Berkshire, *Alexander*. Also both a First Fleeter and Norfolk Islander. Came to Van Diemen's Land with his wife, Mary Pindar, on board *The Porpoise* on 26 December 1807 (Wright, pages 107 and 175). See also profile in Schaffer and McKay.

Risdon / Clarence Plains settler in General Muster of 1809.

Thursday 15 September 1814: "Early this morn Mr Hood breakfasted with me and we went across the water to see Mrs Brown." (Knopwood)

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

18 October 1817, Hobart Town Gazette: "Died, at Kangaroo Point, on Sunday last, after a severe illness of nine months, Mary Brown, wife of Richard Brown, gardener, aged 76 years. She arrived in the first fleet with the late Governor Phillips, and was generally respected."

"Unto Richard Brown His Heirs and Assigns to have and to hold for ever Eighty Acres of Land lying and situate in the District of Clarence Plains, Van Diemen's Land, Bounded on the South side by Humphry Lynch's Farm and [?] a line bearing East 25 degrees South 12 chains, on the East side by a line bearing North 25 degrees, East 25 chains. On the North side by a line bearing West 25 degrees North 15 chains to the Pond, and on the North West side by the Ponds ~ Conditioned, reserving...Quit Rent Two Shillings

In Testimony this 22nd Day of June 1818

(Signed) "L. Macquarie"

Before signing it is here inserted that the following Clauses in this Printed Form which prescribe the Selling, Alienating, transferring, Clearing and Cultivating are not required by the Terms of this Grant."

*LSD, Volume 3, Folio 231.*

#### Florence Thomas

"Unto Thomas Florence His Heirs and Assigns to Have and to Hold for Ever, One Hundred and ten acres of Land, lying and situate in the district of Clarence Plains, Van Diemen's Land, Bounded on the North East side by Richard Morgan's South West Boundary which bears from a bend in Kangaroo Bay West twenty five Degrees North forty three Chains, on the South West Side by Kangaroo Bay; and on the West side by the Derwent River: Conditioned not to sell or alienate the same for the space of Five Years from the Date hereof, and to Cultivate Twenty Acres within the said Period... - Quit Rent - Two Shillings.

In testimony this 31st Day of December 1820

(Signed) "L. Macquarie".

*LSD, Volume 3, Folio 273*

1822 Hobart Town Muster, came free.

"The original name for Rosny Point was Canadian Point and probably refers to the period Florence spent as a surveyor in Upper Canada in 1803 - 1816, working for the British Army's Royal Engineers. In May 1822 Florence had a vessel he was building on the point seized for debt. Florence advertised the sale in the *Hobart Town Gazette* on 8 February 1823, of "...a strong and well built hull at Canadian Point (built) by the labour of four or five shipwrights. Every necessary material is on the spot". This was the Schooner "*Liberty*" launched Canadian Point in 1823." (MacFie, page 11)

"In 1822 a Thomas Kidner came before the Magistrates Bench in Hobart on a charge of throwing stones and striking Thomas Florence at Kangaroo Point." (Shaffer and McKay, page 10).

"...the next Farm called Triffith's Neck, was originally granted to an American Speculator of the name of Florence, he sold it and received the money from poor Slater, who omitted taking a receipt, Lathropp Murray then bargained with Florence and between them they cheated Salter...Salter finding himself robbed by these Worthies, commenced an action against Florence, most foolishly, and threw him into Jail, where he remained until Judge Pedder discharged him. [Marginal note: Lieut-Governor Arthur: "Q<sup>y</sup>. did he not *escape*?"]

(*Journal of the Land Commissioners for Van Diemen's Land 1826 - 28*, ed. Anne McKay, University of Tasmania, Hobart. 1962, p.39.)

Frisk, Thomas

Also Fisk.

Convict: Life, March 1788, Norwich, Guardian.(Shaffer, List 6:2a)

Settler / Landowner on Norfolk Island. Sentence expired in 1805. Left for Van Diemen's Land on *City of Edinburgh* 3 September 1808.(Wright, pages 58, 112 and 165.)

Included in 1815 list of signatories from "Kangaroo Point / Coal River / Pitt Water" in favour of establishing a Criminal Court at Hobart Town District.

20 July 1816, *Hobart Town Gazette*: "A Settler at Kangaroo Point of the name Thomas Frisk, has for this last Week been missing from his home; the occasion of which, is supposed to be through a woman with whom he lived leaving him; as a day or two after his partner was gone, he seemed very thoughtful, and dressed himself in her clothes - it is feared the unfortunate man has drowned himself, as his dog who was always a faithful attendant to his master, has ever since his absence been at home".

27 July 1816, *Hobart Town Gazette*: "Thomas Frisk, mentioned in our last, as having been missing returned to his home at Kangaroo-point on Sunday last, after several days wandering in the woods barefooted; and the unfortunate man has again disappeared, taking with him his whole flock of sheep".

3 August 1816, *Hobart Town Gazette*: "Mr Thomas Birch of Hobart Town, has lately had driven from his herd near Kangaroo Point, about 200 Sheep; they are supposed to be with the Sheep of Thomas Frisk, which are missing as well as himself."

I have not been able to find a record of land grant to Frisk.

While these profiles are crude, it is apparent that, regardless of the quality of the land, the Kangaroo Bay area was unlikely to develop into an agricultural hamlet. First settlers, Richard Clark and Thomas Hopkins and their wives, appear to be productive farmers but leave the area early for unknown reasons but possibly connected to the death of Lieutenant-Governor Collins.

Humphrey Lynch, Richard Brown and Thomas Fisk, settlers from Norfolk Island, were too old or unstable to farm. Neither Fisk nor Anthony Chandler appear to have been granted land, a factor which may have led Fisk to crime. The remaining Norfolk Islander, William Cross, had a comparatively large land grant but no livestock by the time of the 1809 Muster. Thereafter he is untraceable. Association with crime takes its toll on the Morgan and Potaski

family, and perhaps James Ballance. The future seems to lie in government employment in either the stock or transport industry, or in entrepreneurial ferrying. The one apparently stable element, small landholder Thomas Williams, enters the stock industry as a government employee when the opportunity comes his way in Thomas Davey's governorship. At about the same time, Urias Allender who had accompanied William Collins in the historic journey from Port Phillip to Port Jackson, began the first Kangaroo Point government ferry with James McCormack and Thomas Florence soon following with competing private endeavours. The ferry service which still runs between Bellerive and Hobart had begun.

## Chapter Two

### References:

1. Marjorie Tipping, *Convicts Unbound, the Story of the Calcutta Convicts and their Settlement in Australia*, Viking O'Neil, Australia, 1988, pp.122 and 302.
2. Peter MacFie, *From Work to Leisure, A History of Rosny Farm, Kangaroo Bay, Tasmania, 1806 - 1962*, to be published by Clarence City Council, Rosny Park, Tasmania, p.17.
3. Reg Wright, *The Forgotten Generation of Norfolk Island and Van Diemen's Land*, Library of Australian History, Sydney, 1986, p.118.
4. Irene Schaffer, *General Musters, Stock Returns and Lists Van Diemen's Land 1803 - 22*, St David's Park Publishing, Hobart, 1991, List 7:7b.
5. *Hobart Town Gazette*, 4 January 1817.
6. Irene Schaffer and Thelma McKay, *Exiled! Three Times Over, Profiles of Norfolk Islanders exiled in Van Diemen's Land 1807 - 13*, St David's Park Publishing, Hobart, 1992, p.14.
7. *ibid*, p.94.
8. *ibid*.
9. Tipping, *op. cit.*, p.301.
10. Personal communication with Freda Gray, First Settlers' (Hobart Town) Association, May 1996.
11. Wright, *op. cit.*, pp 121-6.
12. MacFie, *op. cit.*
13. *Journals of the Land Commissioners for Van Diemen's Land 1826-28*, University of Tasmania, Hobart, 1962, p.136
14. MacFie, *op. cit.*
15. Schaffer and McKay, *op. cit.*
16. Shaffer, *op. cit.*
17. Tipping, *op. cit.*
18. Wright, *op. cit.*

19. *The Diary of the Reverend Robert Knopwood 1803 - 1838*, ed. Mary Nicholls, T.H.R.A., Hobart, 1977.

## Chapter Three

### Kangaroo Bay / Kangaroo Point

1811 - 1820

It is clear that Governor Macquarie had some concept of the future Kangaroo Point from his response to Geils of 1 June 1812:

You must on no account permit Mr Kent to erect or build a Slaughter House on Kangaroo Point, as the ground will be required hereafter for various Government Purposes, and cannot therefore be granted or leased to anyone.(1)

A Town Plan for Kangaroo Point existed in 1814 but has not survived (2).

The 1814 map may have been a planning blue-print or simply have arisen from a desire to regulate the town, as Macquarie had instructed for Hobart Town after his first visit (3). The call to General Muster in 1814 notifies settlers of Kangaroo Point to gather at the Commissary's Office in Hobart, whereas Clarence Plains settlers are to meet at the house of Edward Kimberley (4). This is the case until 1817. Evidently Kangaroo Point was considered more contiguous with Hobart Town than Clarence Plains. Crossing the Derwent must have been considered fairly easy and Kangaroo Point may have been viewed as a gate-way to Hobart, deeming it desirable for government to control development.

Macquarie's plan did not include Kangaroo Point as part of the main route to Port Dalrymple. After his 1811 visit, he resolved upon a North - South roadway and instructed Meehan to survey such a road along the route Macquarie's party had taken from Hobart Town to Port Dalrymple. This involved crossing the Derwent at Daniel Stanfield Senior's farm at Herdsman's Cove(5). Despite this, according to G.Hawley Stancombe, Lieutenant - Governor Thomas Davey made his first trip north via Kangaroo Point:

He had been in Van Diemen's Land eighteen months before he decided to visit the north. Setting out across the Derwent to Kangaroo Point (now Bellerive) on November 11th, 1814, he journeyed northwards through the Coal River valley. This route was customarily taken at this time because of the difficulty of ferrying the Derwent at higher levels; nor were there any roads on either side of the river, due to the indented and hilly nature of the countryside.(6)

Given that he had acquired land at Coal River, Davey may have also had unofficial business to attend to.

The *Hobart Town Gazette* of 14 December 1816 reported that Urias Allender had commenced a ferry service between Hobart Town and Kangaroo Point. It is clear from other *Hobart Town Gazette* reports that a recognised ferry service existed prior to that. In June of the same year the newspaper had commented on the usefulness of the ferrymen's cries for timekeeping (7) and on 3 August 1816 Urias Allender had been "charged with refusing to bring over the Derwent River, Mr Stocker of the Derwent Hotel, late last Night, who was bearer of Government Dispatches from Port Dalrymple for His Honor the Lieutenant Governor"(8). The Kangaroo Point ferry clearly was both part of the Port Dalrymple - Hobart Town route and officially recognised as such, at least by the local authorities.

By 1815 Kangaroo Point was placed with Coal River and Pitt Water as a new classification of place (9). The emergence of the latter areas necessitated increasing links to Hobart Town and, at this time, the roadway was via Kangaroo Point. Unfortunately Newitt in *Convicts and Carriageways* does not pay attention to this route until the 1830s (10). That the roadway was hazardous is intimated by the *Hobart Town Gazette's* 1816 report of Lieutenant-Governor Davey sustaining injury after his carriage overturned between Kangaroo Point and Coal River.(11) Later that year John Huxley of

Pitt Water was nearly crushed by his horse after it slipped into a bog beside the road(12).

The difficulty of road travel may have been compensated for by an easing of the ban on private boat building. The *Hobart Town Gazette* of 10 September 1814 advertised the sale of a 19 foot new boat. Strict regulations still applied to boat owners with an 1817 Public Notice warning that no boats were to be left on shore after nightfall with oars, paddles, sails or rudder on board (13). In 1819 Macquarie proclaimed new regulations for ports, the last having been issued in 1810 and conditions having much changed.(14) Special local provisions for river travel to Pitt Water required all vessels and boats to seek clearance from the Naval Officer (15). Wentworth reported in his 1819 "Description of the Colony" that road construction at the Derwent Settlement, particularly at Pitt Water, had largely been ignored because it was cheaper and easier to use river transport.(16) Freer boating conditions could also account for apparently private crossings, like that which claimed the lives of John Entwistle, Thomas Heath and John George. Both Knopwood and the *Van Diemen's Land Gazette* reported this incident. Knopwood wrote (with dubious attention to arithmetic):

"Heath lately married, and two more, coming from Kangaroo[sic] Bay with a bullock in the boat. It was upset, and the 3 men drownd[sic] and 3 saved." (17)

The newspaper reports that a cow and a calf were being carried, and names the six men involved (18). Cautious public ferrymen may have made such private stock carrying crossings necessary.

That stock numbers were increasing on the eastern shore is shown by Public Notices inserted in the *Hobart Town Gazette* over 1814 by Robert Nash, John Clarke, John Duncombe, William Ambly and Bartholomew Reardon of Pitt

Water, complaining of damage done by stock and cattle, and threatening prosecution. A similar notice appears from John Gibson of Clarence Plains in September 1816. More positively Messrs Kimberley and Son and Mr Daniel Stanfield's (Junior) had 3000 pounds and 2000 pounds of fresh meat to tender in 1816 (19). A year later, Kimberley had 500 sheep killed by Aborigines, and he reported to the Commission of Enquiry under J.T. Bigge in 1820 that he had 80 horned cattle and only 160 sheep, having also had stolen "...from me a great many 100 to 200 at a time." (20) He may have sustained heavy losses but his herds were obviously very productive.

According to Peter MacFie's research the Kangaroo Bay area had become a centre for stock and cattle theft (21). The *Van Diemen's Land Gazette* of 1814 contains many stories of sheep and cattle loss and theft, although there are also reports of stock found. In 1816 *The Hobart Town Gazette* reports a number of such incidents at Kangaroo Point. On the 3rd of August Thomas Birch, a Hobart Town resident who ran sheep at Kangaroo Point, had 200 stolen from there. In a private letter to Macquarie, Acting Assistant Commissar-General Broughton sought to tackle the theft problem:

There is nothing so much Wanted as a Public Slaughter House at Kangaroo Point, placed under the same regulations as that at Sydney; I should be much gratified if anything I could say would induce Your Excellency to order one to be built immediately, exactly upon the same plan; A sketch of which shewing the dimensions could be sent down; Leaving out the question of the saving it would be to Government, I am persuaded that, under the Superintendence of an honest Man, if *one* could be found in this place, it would be of very great advantage to the Public, and prevent many depredations, which the Breeders of Stock are loudly complaining of. The facility, with which robbery of this kind are committed and which are carried to a most alarming extent, is beyond all belief. Mr Birch the other day assured me that he had not less than 400 Sheep Stolen within twelve Months, and that he had no doubt but they were slaughtered and turned into the King's Stores. If Your Excellency should approve of my Suggestion, I have to request

you will have the goodness to send me a Copy of the Orders respecting the regulations of Slaughtering Cattle, and to which I hope Your Excellency will add that no person will, after such place is erected, be allowed to Slaughter Meat intended for the Public Store at any other." (22)

This request was quickly attended to by Macquarie suggesting that the activity was deemed in keeping with the area. In 1826 Archdeacon Scott asked for the Hobart Town school to be moved "so highly objectionable" and dangerous to the children was it on account of "its vicinity to a Slaughter House" (23) and Thomas records that as early as 1756 in England efforts were made to shield the public from viewing such unpleasantness (24). Admittedly such sensibilities may not have yet developed in the Van Diemen's Land, but it appears that Kangaroo Bay was already designated suitable for industrial development and unsavoury industry was seen as being at home here. By 1820, George Hull considered it "a kind of general slaughtering place"(25). With stock theft still a problem, Commissioner Bigge closely questioned A.W.H. Humphrey on the regulations.(26) Humphrey's answers reveal the extent and intricacy of the problem and the role played by the slaughter house at Kangaroo Point:

"The Present Regulation is that all cattle and sheep, that are to be slaughtered for the use of His Majesty's Stores for the shipping or for Hobart Town, shall be first Inspected, and that all sheep killed for those uses must be brought into the Town alive and then slaughtered at the House of a Licensed person. The cattle may either be killed at Hobart Town or at Kangaroo Point, being first inspected." (27)

Fear of the accusation of theft drove local residents to insert Public Notices in the press telling of stock relocation. James Ballance inserted such a notice in the *Hobart Town Gazette* in 1817 but, according to Peter MacFie, was charged with sheep stealing shortly after.(28) For some weeks from 13 March 1819, the *Gazette* gave notice of fifty pounds reward for the capture of William

Morgan, accused of stealing Kimberley's, Stanfield's and Nicholl's sheep.

MacFie maintains other members of Richard Morgan's family were involved in stock theft and Richard Morgan senior was accordingly dismissed from his position as Constable at Kangaroo Point.(29)

Not all of the cattle trade was illegal. Richard Lewis, auctioneer of Hobart, advertised frequent cattle auctions at Kangaroo Point through 1817 and 1818. The sheep and cattle industry and the ferry service were interwoven and it appears that provision of trans-Derwent transport became an attractive proposition. In 1819 James McCormack commenced his ferry service from Kangaroo Point (30) and Robert Rennie commenced a similar service from the Hobart side with the added attraction of a "very strong and large Boat for the purpose of conveying across the River, Horses, Cattle and heavy Luggage".(31) He could also carry carts. But one month later Thomas Florance had obtained "the exclusive Right of plying a scow between Hobart Town and Kangaroo Point" and, in addition to carts, could transport four wheeled carriages.(32). Florance's advertisement makes it clear that the eastern shore road network was improving.

Lieutenant - Governor Sorell had expressed concern that the ferry charges were too high in 1818.(33) Evidence presented to the Bigge Commission suggests that by 1820 the ferry service was well regulated with annual reviews of licensees, minimum boat sizes and few accidents although "they do happen in Private Boats, and chiefly from carelessness or Drunkenness" (34)

The following fares apply:

#### FERRY ACROSS THE DERWENT.

Fares allowed to be taken by the Owner of the Ferry Boat plying between Hobart Town and Kangaroo Point, Van Diemen's Land.

	£	s.	d.
Each Grown Person .....	0	1	0
Child under 12 Years of Age .....	0	0	6
A Sheep or Goat .....	0	0	6
Wheat or Barley .....	0	0	3
Large Pigs .....	0	1	0
Small Pigs .....	0	0	1
A Parcel not exceeding 2 lbs. Weight .....	0	0	2
Letters .....	0	0	2
Poultry .....	0	1	0
Wine, Spirits or Oil ..	0	0	1
Wine or Spirits .....	0	5	0
Beef, Mutton, or Pork ..	0	0	6

A. W. H. HUMPHREY, J.P.

#### FERRY ACROSS THE DERWENT.

Fares allowed to be taken by Messrs. Austin and Earl at the Ferry at Mount Pleasant in the District of the Black Snake, Van Diemen's Land.

	£	s.	d.
Each Person .....	0	0	6
Horse .....	0	2	6
Calf under a Year Old .....	0	1	0
Full Grown Cattle ..	0	2	6
Cattle under a Year Old ..	0	1	0
Sheep, per Score .....	0	3	1
Pigs or Goats .....	0	0	2
Cart or Chaise .....	0	5	0
Luggage .....	0	0	3
Grain .....	0	0	2
Dogs .....	0	0	2

A. W. H. HUMPHREY, J.P.

#### Ferry Charges in 1820 (35)

Uriah Allander is named as the "Ferryman, Kangaroo Point" rationed "from His Majesty's Magazine at Hobart Town". John Clapson, "Keeper Slaughter Ho. Kangaroo Point" is similarly rationed. Neither men appear to have family.(36). Allender and James McCormack seem to be the first land-holders on Kangaroo Bay away from the rivulet, in what we consider "Bellerive" today. Their motivation is clear and McCormack may have later built an inn. In 1833 Knopwood records walking "...to Kangaroo Point to see Mr and Mrs Morrisby in their new Inn, late Mr McCormack"(37). McCormack had died the

previous year.(38) James Ballance had to "proceed to Sydney owing to unavoidable circumstances" (39) in May 1819 and by October Michael Lee was the licensed publican of the Freemason's Arms.(40) Presumably this is the inn in Charles Jeffreys' commentary:

"Kangaroo Point is another small village, on the eastern banks of the Derwent, and about five miles North West of Clarence Plains, here are about a dozen small farms, one of which is an inn, they are well supplied with water, and have a tolerable range of country at the back of them for grazing." (41)

Of the farmers, the Morgan family consistently tenders large amounts of meat for the Government Store from 1817 to 1820. On occasions James Ballance tenders amounts of 1,000 pounds or more. William Cross, Thomas Williams and James McCormack each tender amounts ranging from 500 to 1,100 pounds.(42) once in this period. George Robley tendered 500 pounds in May 1819, a curious event given his residence, blacksmith tools and household effects had been advertised for sale by the Provost Marshall in January. It is clear that somehow he managed to stay on in Kangaroo Point for it was his barn that the Reverend Knopwood used for services between 1829 and 1832.(43) T.W. Birch appears still to be running sheep on his Kangaroo Point property and improving it with fencing. (44). Urias Allendar, James Ballance, Richard Morgan and "T. Kent & \_\_\_ Potaski" also tendered wheat in 1817. Kent and Potaski tendered by far the largest amount at 390 bushels. Allendar's 12 bushels may have been received as fares rather than from his farming efforts because

"...from the want of Circulating Medium, the two licenced Ferry-men [were] obliged to receive Grain in payment for Fares" (45)

in 1817. Ballance may have allowed similar transactions at his inn though Jeffreys' comments indicate the inn was also a farm.

One wonders at the bucolic picture of Kangaroo Point provided by Jeffreys. Perhaps he travelled through on a non-slaughtering day. Or perhaps he travelled from Clarence Plains to Hobart by boat and gained his impression from the water. In the light of G.W. Evans' remarks in the Preface to his *Description of Van Diemen's Land*, (46) and his editor's insinuation of plagiarism, it is possible that Jeffreys had not been there at all! Knopwood does record dining with "Mr Jeffreys" (47), inter alia, in October 1820 after spending the day of the General Muster at Kangaroo Point but it is not clear whether Mr Jeffreys had also been at Kangaroo Point that day. G.W. Evans' account of the place is similarly brief but harsher, commenting on the lack of water for agriculture and implying poverty. Neither writer mentions the vice and drunkenness which English traveller, Henry Widowson, and local Police Magistrate, Thomas Lascelles, associated with Kangaroo Point in the next decade.

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## Chapter Four

### Kangaroo Bay / Kangaroo Point

1821 - 30

On his second tour of inspection of Van Diemen's Land in 1821, Governor Macquarie again travelled from Hobart Town to Port Dalrymple, this time by carriage. Crossing at Austin's Ferry at 9.15 am, 6 pm that evening saw his party as far as "the edge of Jerico Plains". The complete journey took six days (1). According to Newitt, Macquarie's slow trip "provided another burst of enthusiasm for road making". (2) The route of the north - south roadway via Austin's Ferry was becoming firmly established not only at Macquarie's wish but also by the concern of William Sorell, Lieutenant Governor 1817-24, to bring wool from the Clyde Settlement (3). Fortunately for the ferrymen of Kangaroo Point, Sorell also considered communication from Hobart to the Coal River and Pitt Water a high priority. This was facilitated in 1823 by a bridge over the Coal River which "secured a passage at all seasons to the fertile districts on the farther side of the Coal River..." (4) Macquarie's 1821 tour of inspection included the Districts of Pitt Water and Coal River and he appears well pleased with them (5). It is clear that in his mind, Kangaroo Point was no more than "the ferrying place". (6) By 1824 this seems to have become the common perception with Andrew Bent's *Tasmanian Almanack* referring to Kangaroo Point only as a reference point for distances to other places, and to list ferry tolls. (7) The nature of the place had changed. Those first settlers with yeoman aspirations had moved and a new breed of government employees and entrepreneurs increasingly took their place. In 1823 the parcel of land fronting Kangaroo Bay between Clark's and Allender's was granted to Archibald McLeod who sought to build an inn and store there. (9) This would make the locality's second inn and first documented shop.

The first Methodist Sunday School Teacher's Meeting held in October 1823 decided to revive the Sunday School at Kangaroo Point and by the beginning of December it had six boys and five girls attending. The attempt to establish one at Sandy Bay had failed and the town school at this time had 49 scholars (10). Bent's 1825 *Almanack* lists a school at Kangaroo Point with Mr. Moore as Schoolmaster.(11) These scant references to children bring some relief to a picture of a bleak and, perhaps, brutal place. Knopwood reported performing Divine Service at Kangaroo Point for the first time on 19 February 1826. On 9 December 1827 he had 30 people in attendance.(12)

The establishment of stores and services suggests evolution into a small village dependent on the tenuous existence of the cattle industry and need for ferries. The 1825 chart of the area shows all available land to have been granted with two large areas reserved(13). One of these is the bluff area which Joseph Lycett's 1824 copper - plate engraving (14) suggests was quarried for sandstone at this time, and later predominantly became the site of the Bluff Battery. The second area is at the back of Bellerive beach and it is difficult to deduce why this would have been reserved though at the time it was largely comprised of lagoon. Until these reserved areas were opened up, the only way to acquire land in the area would be via purchase from an existing land-holder or the re-grant of neglected land. Opportunities to buy land became available as some residents lost the struggle to stay solvent. In 1824 the Sheriff's Office offered "four acres of Land, with a large Brick Dwelling House erected thereon, situate at Kangaroo Point. Also, two Boats with Oars, Sails, etc." (15) Later that month the Sheriff's Office advertised for auction "two Houses and Five Acres of Land, situated at Kangaroo Point, a Farm of Thirty Acres, and Two large Ferry Boats".(16) Early the next year the Golden Fleece Inn was offered for private sale.(17). The situation of this inn, which still stands today as a private residence, appears to be on land "reserved" on the 1825

Chart. It may have been purchased by Mr Buchanan, first mentioned as an inn-keeper in Knopwood's diary in 1826(18).

In November 1824 sixty Aborigines came into Hobart Town (19). The new Lieutenant Governor, George Arthur, requested that they be treated kindly and that "no Spirit or other intoxicating Liquor may be given them." (20) Felton and Ryan maintain that the Aborigines were eventually taken to Kangaroo Point where they set up camp and were provided with food, blankets and clothing. For the next two years they used Kangaroo Point as one of their regular camping places until two of them were accused of murder and hanged, whereupon the group left the Hobart area altogether. (21) Why did Arthur choose Kangaroo Point for this purpose? Was it because of the available reserved land? Was it convenient to keep the Aborigines out of sight but kind to provide them with easy access to Hobart Town? His request that they not be given alcohol sits uncomfortably with later reports of wide-spread drunkenness at Kangaroo Point at about this time.(22) Though he was not officially (but erroneously) informed until 1826 (23), informal conversation with Land Commissioner, Roderic O'Connor, may have given Arthur the impression that Kangaroo Point was the site of first settlement in 1803 and he may have felt he was returning Aboriginal people to land important to them. Whatever the reason, the Lieutenant Governor is unlikely to have given land to Aborigines if it was valued by the Europeans.

With the exception of marking out a second bayside grant for Urias Allender, neither *The Diaries of John Helder Wedge* (24), government surveyor, nor the *Journals of the Land Commissioners 1826 - 28* (25) makes mention of Kangaroo Point other than as a ferry stop. While surveying the Clarence Plains area from August 1826 to January 1827, Wedge uses the ferries so frequently, including an impulsive trip to a concert in town, (26) that the crossing seems

little more onerous than using the Tasman Bridge today. It is also clear that the condition of the roads had improved with travel from Clarence Plains to Kangaroo Point possible by "chariot" in late 1822 (27). The presence of more women to travel by carriage or chariot also reflects the changing nature of the surrounding districts with land holdings becoming consolidated in the hands of fewer owners, new land grants being in thousands of acres and a "landed gentry" evolving. (28).

From Richmond's establishment in 1829 (29) the inhabitants of its grain rich surrounding areas looked forward to the day "that their produce shall be shipped from and their foreign supplies received through the ports of Sorell and Richmond". (30) In the mean time they requested that the road leading from Kangaroo Point through Richmond to Oatlands be repaired immediately (31). Despite 141 signatories to this petition, Arthur was cautious to act in the face of opposing recommendations from George Frankland, Surveyor General, and Roderic O'Connor, Land Commissioner. O'Connor advocated a new road from a river crossing at Risdon. This would allow Richmond farmers to get to market and back in one day "instead of spending 2 or 3 days as at present obliged to wait at Kangaroo Point, and their Bullocks having neither grass to eat or water to drink." (32) Frankland had inspected the Richmond - Kangaroo Point road and believed it required only "a judicious application of Art to become an excellent road." (33) Fortunately for Bellerive's short term future, Thomas Lascelles, then Police Magistrate at Richmond, supported the upgrading of the Kangaroo Point to Richmond Road by road gangs. Convict road gangs necessitated a place for overnight confinement. Lascelles requested a Watch House at Kangaroo Point for this purpose and "for the Control of the Place itself which being the Key to Hobart Town requires to be particularly Watched and is at present I am sorry to say the most disorderly place I know of in the Colony." (34) Two days later on 13 March 1829, John Burnett, the

Colonial Secretary, granted his request, a decision motivated by the desire for better control of that part of the Colony.(35) Despite Frankland's eloquent advice, the road from Risdon was commenced in 1832 and called (by cynical critics) "Carrington Cut" after Arthur's purchase of the Carrington property near Richmond. (36) It is during this correspondence that Frankland first uses the name "Bellerive" (37).

This alternative route to Richmond, the expansion of western shore roads, the commencement of the Bridgewater bridge (38) and plans for southern ports other than Hobart, makes a future for Bellerive as solely a "ferrying place" look shaky. Some travellers still travelled to Launceston via Bellerive, considering it safer(39) and Henry Widowson believed that advice on the Kangaroo Point crossing was worth including in his 1829 book aimed at future travellers to the colony(40) Widowson also supported Lascelles' comments on the unsavoury nature of the place:

...as settlers, of all classes, are obliged to cross and recross from this place into the adjoining districts...and the consequence is the lower classes are constantly exhibiting the most deplorable scenes of drunkenness and misery... Besides a genteel cottage belonging to Mr. D. Lord, there are but few houses on the point, and those principally belong to the various boatmen who are constantly employed taking people over.(41)

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Six years later, however, a correspondent to the *True Colonist* confirms the effectiveness of the new watch house and the continued viability of Kangaroo Point as a ferrying place, referring to

the vast importance of Kangaroo Point, not only as a principal quay to and from Hobart Town, to a larger proportion of the interior of the Island, but also from its immediate proximity to the shipping in Sullivan's Cove. .... Not so many years since, Kangaroo Point was decidedly the most perfect sink of iniquity in the whole Colony; but it is not so now...(42).

The watch house appears to have given Kangaroo Point respectability. In 1829 the only residence approved by Widowson other than John Lord's was Mr. W.A. Bethune's "country residence" on what was to become Rosny Point.(43) This had been Thomas Florence's property and would become, with the purchase of Richard Morgan's land, the estate of Attorney General Algernon Montagu. Through the thirties such amalgamation of small grants gave rise to "gentlemen's residences" like James Scott's "Waverley" (44) and R.L. Murray's "Wentworth". It is likely that the local services required by these estates led to the formation of Bellerive village. Knopwood moved to Clarence Plains in 1830 and "died at the little cottage near Bellerive" in 1838.(45) His diaries over that time refer to the postal service and the blacksmith. He "rode to the Point, got my grass carried", "rode to the Point, corn and butcher's meat dear", "rode to Kangaroo Point for some things this Xmas" and "went to the Point about some wine".(46) Through the 1830s Bellerive was developing as a town in its own right, providing services to an outlying rural area and continuing as a ferry link with Hobart. These roles continued until the advent of the Hobart Bridge in 1943.

## EPILOGUE

Changing economic conditions and the decline of the "Granary of the South" would later severely impact on Bellerive. The consolidation of Hobart as an administrative centre, however, gave rise to a new perception of Bellerive as a seaside destination for health and recreation just a short ferry trip away. James Scott, Colonial Surgeon and Bellerive land-owner, may have been the first to see this potential. Tantalisingly, Basil Rait states, without referencing, that in 1832

Dr J. Scott had the idea of starting public baths on the shores of Kangaroo Point, and he applied to Lieutenant Governor George Arthur for an allotment of land. (47)

Bellerive Baths were built in 1905 (48). Unfortunately I can find no record of Scott's much earlier suggestion. Perhaps another researcher can. Like Bellerive's first years to 1830, very little is documented from 1830 to 1860 and much foundation work needs to be done. This period is likely to show boom years for the ferry service, extensive activity revolving around road making and land ownership, commercial quarrying of export quality sand-stone and some limited gentrification.

During the course of this research, a management plan for Kangaroo Bay was announced by the Clarence City Council (49) and the National Preservation Office rated Bellerive's history "of national significance". While the current study lays a solid foundation of knowledge of the first land owners and clarifies some previous confusion, it also provides the basis for more in depth investigation of Bellerive's early days through newspaper copy not yet accessed, the Mitchell Library, archival correspondence and records, and, possibly, the recollections of John Pascoe Fawkner and James Belbin. A comparative study with another river transit such as Austin's Ferry or north shore Sydney, or with an area developing from much the same time, such as Sandy Bay, could prove fruitful. Interest in the area is such that no future research would be wasted.

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Articles:

Marie Fels, "Culture Contact in the County of Buckinghamshire, Van Diemen's Land 1803 - 11", *T.H.R.A.P.P.*, 29, (2), pp.47 - 79.

R.D. Pretymann, "The Early History of Methodism in Hobart, 1820 - 40", *T.H.R.A.P.P.*, 10, pp. 46 - 62.

Gillian Winter, "The Bellerive Baths: Public amenity or financial liability?", *Bellerive Heritage*, Volume 2, Bellerive Historical Society, 1994, pp. 17 - 20.

Maps and art works:

*Chart Monmouth 1A*, Department of Environment and Land Management.

*EO1318C*; copy in possession of Bellerive Historical Society.

F.G. Simpkinson de Wesselow, *Kangaroo Bay, Hobart, 1846*, original watercolour in possession of the Royal Society of Tasmania, copy held by Bellerive Historical Society.

## Appendix

### Notes on the Nomenclature of Bellerive and related areas.

These notes are included because the names of areas, particularly districts for land grants, caused me great confusion and frustration in the early days of my study. They may assist some-one else.

In 1996 "Kangaroo Point" and "Bellerive" are widely believed to be the same historical area.

The first documented reference to "Kangaroo Bay" (and consistently misspelled) occurs in Knopwood's diary, Thursday 5 March, 1807.

In reference to the Kangaroo Point / Clarence Plains area, the General Muster of 1809 refers, inter alia, to the districts of "Risdon / Clarence Plains", "Clarence Plains" and "near Clarence Plains".

"Derwent", "Cambridge" and "Clarence Plains" are all possible descriptive districts for Kangaroo Bay / Kangaroo Point land grants prior to 1822

Kangaroo Point and Kangaroo Bay are used interchangeably in the early documents (pre 1830).

*The Tasmanian Almanack* 1824, page 56:

"Clarence Plains. ~ Bounded on the North West by the north west side of Kangaroo Bay, the creek, and the road leading to the Pitt Water bluff; on the North by the South side of Pitt Water to North Bay; South and East by North Bay, Ralph's Bay Neck, and Ralph's Bay to the Derwent; and on the West and South by the Derwent River to Kangaroo Bay."

The Nomenclature Board records 1831 as the year of the official name-change of Kangaroo Point to Bellerive and records that the name was given by George Frankland from whose "Secheron House" Kangaroo Point was positioned as was Bellerive across Lake Geneva from Secheron in Switzerland. The Board also notes some disagreement with this explanation.

Melville's Van Diemen's Land Almanac 1833, page 15:

"Divisions. ~ Originally Van Diemen's Land was divided into two counties only, Buckinghamshire and Cornwall. Indeed, these continue at present its only counties, although in 1826, it was subdivided into several police districts, and at which time too, orders were received from the Home Government for its being formed into counties, hundreds, and parishes, in the same manner as England. The police districts are as follows:-

1.) - Hobart Town....

2.) - Richmond, bounded on the south and east by the sea - on the north by Oatlands, and on the west by New Norfolk and the entrance to the Derwent. Its towns are Richmond, Sorell, Brighton, besides which it has several large

agricultural settlements, such as Bagdad, Clarence Plains, the Tea-tree Brush, etc. It contains about 1,050 square miles, or 672,000 acres, of which about 17,000 are under cultivation."

There is a chart of a "Town of Clarence", C/27, Field Book No. 1053, roughly where the Mornington Convention Centre is now. This town was never proclaimed.

Map B/22 "The Village of Bellerive" (later than 1851), in the possession of the Bellerive Historical Society and Department of Environment and Land Management, shows "Kangaroo Point" where Sheoak Point is today. I have not seen this on any other map.

J. Moore - Robinson, *A Record of Tasmanian Nomenclature with Dates and Origins*, The Mercury, Tasmania, 1911, page 20:

"Bellerive - Said to have been named by Lieut. Edward Lord, having been previously known as Kangaroo Point (anonymously). The latter name, however, was preserved and used frequently to a much later date..."

Kangaroo Bay still exists but is about half of its original size due to an infill programme begun in the 1950s. Prior to this, the Bay extended to where Rosny Road is today, and included a sandy beach. Kangaroo Bay Rivulet survives but is now piped under the Eastlands Shopping Centre car-park into the bay.

In the 1990s "Clarence Plains" is considered synonymous with Rokeby. The boundaries extended considerably further.

In 1996, long-term residents of Bellerive refer to the shopping area of Bellerive Village as "The Point".