

Chapman from Corpusty

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Their difficult trip to the colonies was on the James T Foord

The ship our ancestors traveled on did not get off to a good start as before departing from England there were two deaths (two Starbuck children) from cholera.

These children were buried on land before departure.

It appears that Captain Elliot panicked when he realized that the ship would be quarantined before he was due to depart and this would have held up his departure by many days costing him more money, so he arranged to have the ship towed out of the harbor before the officials caught up with him and his diseased ship.

During this trip there were 40 cases of cholera of which 22 passengers died as well as 3 crew members.

There were a total of 34 deaths including those who died from cholera.

There were 7 births during the voyage

This ship was soon to be known as the Death Ship or the cholera ship

Francis and Emma left Plymouth on the 17th July on the ship James T Foord mastered by Charles H Elliot.—only four Months after they married

This trip took 112 days in difficult cramped conditions as was the lot of most immigrants of this time

This trip out to the colonies from England, like many of these trips to the colonies, was especially difficult due to poor governance and control by the ship's Captain.

The James T Foord arrived on the 7th of November 1849.

This was not a particularly fast trip even for those days.

At the start of the voyage some of the barrels of meat were “ bad” and it was noted that this bad meat was in very different barrels to the barrels of good meat suggesting they were of “old stock” (no use by date then)

They were forced to eat the bad meat before the good meat was made available.

There was a problems with the supply of other foods. Flour was never regularly weighed out, the official allowance was 18 ozs but when later weighed was only around 12 oz.

Flour was rationed out 4 times per week.

This was part of the rations due to all passengers as part of their travel arrangements.

When the immigrants complained to the Master he abused them and said they “were damn troublesome people”.

Coffee should have been weighed to them as roasted but was mostly raw and even then was short weighted. When roasted the weight was greatly reduced again.

This was also part of the travel arrangements.

Marine soap was brought on board as part of the medical needs for the passengers but they were forced to pay for this. This soap should have been free and was part of the legal requirement and was not to be sold to passengers

Brandy was put on board as a medical requirement and was given out to those who needed it but the Master and the third mate sold spirit to who ever had the money to pay for it.

It was noted that one passenger bought flour, soap, sugar, and brandy until he was out of money and on arrival at Port Phillip was unable to afford to pay his way to Geelong where he was destined to go.

Water was not given out as was required and each passenger was denied 1 pint of water from their rations each day on the orders of the Master—reason unknown.

Slush (the fat produced from cooking meat) was burned in fire buckets (boulee tins) on deck subjecting the passengers to smoke and flames and on one occasion the fire bucket boiled over scattering flames about the deck , fortunately there happened to be buckets of water on deck which were being used to wash the deck so these were close at hand to extinguish the flames.

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As a consequence of the illegal behavior on this trip

The Master received no gratuity - with held 26 pounds and 18 shillings.

The third mate received no gratuity - withheld 13 pounds and 9 shillings

The Surgeon Superintendent had 1/3 of his gratuity withheld 44 pounds and 16 shillings and 8 pence and received only 89 pounds 13 shillings and 4 pence's

The ship was placed in Quarantine at the Quarantine Station at Hobson's Bay because of the many deaths on this voyage.

There was a "Board of inquiry" looking into the many illegal happenings that had taken place on this voyage.

BOARD OF INQUIRY TRANSCRIPT

Following the Court of Enquiry on the James T Foord trip of 1849, La Trobe (C, J. La Trobe was Superintendent of the Port Phillip district) had Captain Charles charged with breaches of the "passengers Act" in selling spirit (rum) on the high seas. This rum was to be used for medicinal purposes.

On the 10th December Captain Charles Elliot was fined 50 pounds with 2 guineas costs. The government recommended to the Immigration Commission in London that Captain Charles Elliot and Sheridan Linley (Dr) should never again be employed in the Immigration service.

On arrival at Port Philip the disembarking records now noted that Francis and Emma as coming from Corpusty, Norfolk. These disembarking records also showed that they were to work for a Mr. Alex Mollison on his Pyalong run (between Kilmore and Heathcote, Vic).

Their contract was that they worked for **Alex Mollison** at the Plyong Station for five months at 30 Pounds per annum with rations. This term rations meant their keep.