

## Parish Magazines - an appeal

We would like to add to our store of historical documents of the village by building our collection of old Parish Magazines. Published by St Michael's church and professionally printed, they were an important view of the development of Galleywood. If you have any copies that you could donate to our archive please bring them along to one of our meetings

### One Hundred Years ago

A dinner to celebrate the return of Mr E G Prettyman to the House of Commons was given to Conservative workers of the village at The White Bear by Mr Newstead Faulkner who proposed the health of 'our member'. This was received with enthusiasm as was that of the chairman on the call of Mr C Brown. A musical evening followed with Mr Windebank presiding at the piano.

*from the Essex Chronicle 4th February 1910*

**Common Appurtenant** - *The right to the use of a common based on possession of land or buildings, but not resting on actual tenure. This could extend over several lordships and was a right usually obtained by special grant. The right could also permit the pasturing of non-commonable animals such as pigs and goats.*

#### GALLEYWOOD HISTORICAL SOCIETY

**President** Ted Hawkins

**Chairman** Graham Mundy **Vice Chairman** Colin Baddock

**Secretary** Sarah Walters **Treasurer** Ken Edwards

**Programme Director** Ted Hawkins

**Committee** Madeleine Howard Graham Smith David Stacy

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# PAST TIMES

GALLEYWOOD HISTORICAL SOCIETY

Number 29 MARCH 2010

[www.essexinfo.net/galleywoodhistoricalsociety](http://www.essexinfo.net/galleywoodhistoricalsociety)

## A Tale of Colonisation

THOMAS was born in 1807, the youngest of eleven children. He married Mary Ann Shepherd in 1830 and the result of the union was three children; but little more than three months after the birth of their third child, Mary died aged 24. Thomas married again in 1835 to Sarah Catherine Hussey at Gittisham church near Honiton, Devon. They then moved to London where Thomas joined the London & Provincial Bank in Shoreditch. Here Sarah presented Thomas with a son.

Much attention was then being directed to emigration and the formation of the South Australian Company turned Thomas's thoughts to Australia and preparations to leave England were made. It was agreed that the two youngest boys should remain with their mother and go back to live with Sarah's parents in Gittisham for the time being. Thomas booked a passage on the 'Anna Robertson' for himself and the two older children, William (8) and Thomas (7). There were 108 other steerage and intermediate passengers. The ship of only 448 tons left Gravesend in August 1839 and arrived in Adelaide after a voyage of 116 days. Each passenger was allowed ten hundredweight of baggage but as there was seldom any cabin space to spare it was stowed with the cargo on the understanding that it would be made accessible once a month. In practice this was impossible. In spite of continual caulking, the steerage was often flooded. It was seldom ventilated and no lights or fires were allowed except those provided by the ship, to be extinguished by 8 pm. Cabins had to be cleaned each day by 7 am and nobody was allowed on deck after 10 pm. Adults were usually glad to take turns in the galley. For children the voyage was a tedious round of misery for there was no place to play. The small deck was cluttered with livestock and cargo and bulwarks were so high that even adults could not see the ocean.

In 1841 Sarah sailed out with Thomas's sister and her family on the 'Orissa' a smaller ship of merely 330 tons and their journey took five months - said to be the longest recorded at the time. A diary kept by one of the passengers, the Rev Robert Haining, reported... '26th June 1841 'Orissa' cleared port at 2 am but the wind shifted and blew almost head-on...reached Downs of Deal and anchored. On the 27th and 28th the wind

**Our next meeting**

# Notable People of Galleywood

*The stories behind three people who made their name in our village*  
presented by our members

## The Rev. Hirzel de Lisle

First Vicar

presented by Sarah Walters



## Monte Rey

30s Heart Throb

presented by Susan Wilson



## From the Pearl to the Patron

presented by Wendy Cummin



**Wednesday 10 March 2010**  
**Keene Hall Watchhouse Road at 8 pm**

## DATES for your Diary

- 2010
- 2 June** THE SERVANTS OF HYLANDS HOUSE  
*by Wendy Hibbitt*
- 15 Sept** TITLE TO BE ANNOUNCED  
*Talk by Graham Smith*
- 17 Nov** THE HISTORY OF CHELMSFORD HIGH STREET  
*Talk by Dot Bedenham*

was still unfavourable and most were sick from rolling at anchor. The 29th, weighed anchor and after a great deal of tacking anchored again. 30th, lay at anchor. 1st of July wind contrary. 2nd, wind modified, weighed anchor 3rd wind unfavourable. 4th, almost no wind. 5th, very hot. 6th, beating off the Isle of Wight. 7th, the same. 8th, beating off Portland Point. 9th, off Lizard Point. 11th, blew tremendous gale, driven back opposite Plymouth to Start Point. It has taken 19 days to reach the Bay of Biscay. ...It is an ill-regulated ship altogether for the captain, though a good sort of man and anxious to do what is right, has no firm grip or decision with him and much mischief that has ensued might have been prevented. A set of bad fellows amongst his crew ... have several times been on the borders of mutiny and threatening some of the passengers who had given them offence and who sleep with a brace of loaded pistols beneath their pillow. ... sailors during a Saturday night got a supply of spirits by opening the sideboard drawer in the cabin and most of them were drunk with some appearance of mutiny.

Spent a few days very pleasantly in Rio. The town itself has nothing remarkable about it but the immense number of slaves who are constantly posting along the streets, sometimes about a dozen in a train carrying heavy loads on their head....Left Rio on 11th September with what the captain supposed to be a sufficiency of fresh pork to last to the end of the voyage but he has been far wrong in his calculations for it was all gone in a fortnight and we are reduced to salt pork.

Our voyage from Rio has been a very stormy one, in fact a constant succession of gales with calms in between. One night before we came to the Cape of Good Hope, the storm was so dreadful that the ship was obliged to be stripped of every sheet of canvas except one small sail to keep her steady ...the people could scarcely keep their feet on the deck. At the cuddy table away goes one thing, smash goes another...the captain's stock of cutlery is almost exhausted and he says he will soon have to tumble all the dinner into one dish and let us eat together like pigs.

21st November we are just arrived at the bar of the port of Adelaide to our very great satisfaction this morning at about 7 o'clock, but cannot get into the harbour for some days for want of water under our keel due to the tides. I have every reason to be thankful we have got over our voyage of 15 or 16 thousand miles in safety and good health.'

Nearly 150 years later, on the shore-front of the now beautiful city of Adelaide, Gill and I stepped aboard a full-scale replica of the ships that made those epic journeys. As we clambered down the hatchway to the lower deck where I could barely stand upright and squeezed into 'family' cabins, the reality of those months at sea really struck home. Later, at the Maritime Museum, the story of my 2nd Great Grand Uncles' emigration was completed when we inspected the archived passenger lists. Having stepped ashore accompanied by only two sons, the family was listed as:

STACY Thomas Smyth (Widower?) STACY Thomas Sheppard (son of Thomas)  
STACY William John Sheppard (son of Thomas)

What a joyful reunion there must have been when, two years later, the family was completed when 'Orissa' docked carrying Sarah and the other two boys.