

The Q.G.S.Y. *Lucinda*

by J.M. Davis and M.W.D. White

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The Queensland Government Steam Yacht *Lucinda*, said to have been Queensland's most elegant vessel by far¹ and "recognized throughout Australia as the stateliest and most beautiful ship on the coast"², was built in 1884 by William Denny & Sons of Dumbarton, then one of a number of relatively large shipyards on the Clyde River, about 15 miles north west of Glasgow, Scotland. The *Lucinda* is said to have copied the style of Queen Victoria's yacht *Victoria and Albert II* but the claim that it is a replica is incorrect.³

Since 1864, the Queensland Government had had the steamer *Kate* in service, to carry out numerous tasks on the river and in the bay. The *Kate* was an iron paddle steamer (built in 1864) to government order, but she was ageing. In this circumstance, the government decided on a new vessel which was in fact to be the *Lucinda*.⁴

The story begins with a letter of 30 January 1883 from the Queensland Under Colonial Secretary to the Queensland Agent General in London:

"Sir,

I have the honour by direction, to enclose herewith a description of a paddle wheel steamer required by the Government for River and Bay work, to take the place of the steamer *Kate* which has now been running for the last fifteen or sixteen years ..."⁵

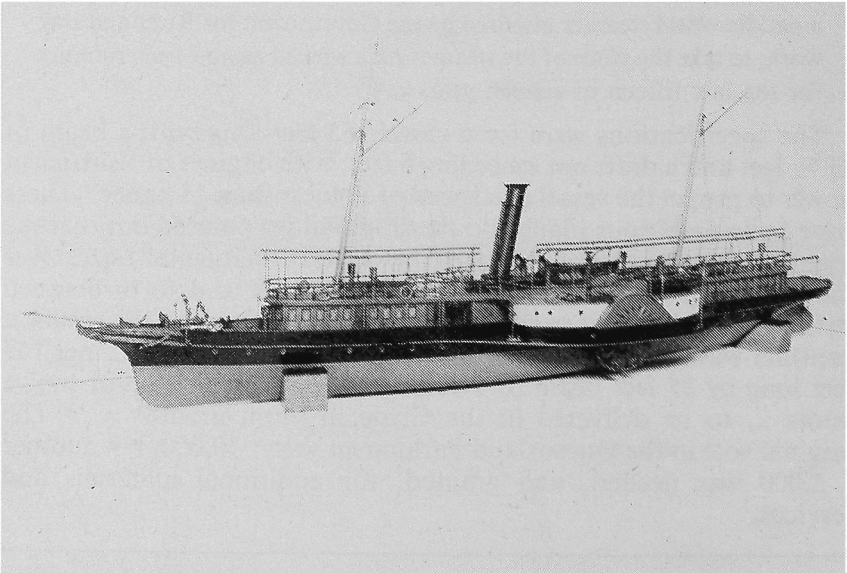
The specifications were for a vessel 165 feet long with a beam of 23 ½ feet and a draft not exceeding 6 feet, with engines of "sufficient power to propel the vessel at a speed of not less than 15 knots." These were quite ambitious plans and the ship builder pointed out that the high speed was incompatible with the vessel of that (small) size. Over the next twelve months, telegrams passed back and forth between Brisbane and London negotiating the requirements. In the result, a contract was confirmed at 13,140 for a "steel paddle steamer 165 feet long by 25 feet beam by 9 feet 6 inches, with a speed of twelve knots ... to be delivered in the Clyde in seven months ..."⁶ The original vote in the Queensland Parliament was 10,000, but another 5,000 was needed, and granted, for additional materials and services.⁷

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The vessel was named after Jeannie **Lucinda** Field, second wife of the then governor of Queensland, Sir Anthony Musgrave (Governor 1883-1888). The new Lady Musgrave was the daughter of a New York solicitor and had travelled widely before coming to Queensland. She was regarded here as “extremely talented” and “her accomplishments and fondness for the company of young people made her a delightful social leader.”⁸ The name “Lucinda” is of the same derivation as Lucia, Lucy, Lucretia, which are from the Latin *lux, lucis* meaning “light”. The names are well represented in literature, particularly by eighteenth century poets in their “amorous poems.”⁹ Lady Musgrave remains honored, through her middle name, in Lucinda Streets (four of them in Brisbane), Lucinda Crescent (on North Stradbroke Island), Lucinda Bay (on Moreton Island) and Lucinda Point (at the mouth of the Herbert River).

VOYAGE TO BRISBANE

The vessel was launched on 7 October 1884 and handed over to the new owners on 20 December. She sailed from Dumbarton to Greenock on 29 December (sustaining certain damage over that short distance) and after repairs, finally sailed for Queensland on 17 January 1885, under command of Captain A. Wilson with a crew of 30 made up of two officers, three engineers and 25 seamen and stokers.¹⁰ Special shuttering over the cabin and saloon windows had been installed to enable the vessel to withstand heavy weather during her voyage across the world and, of course, even though she had successfully passed



The builder's model of the Lucinda. The fine upper works are shown in detail.
Queensland Museum

successfully passed her sea trials, there was some anxiety at taking on the heavy weather in the open ocean which was first met on the voyage in the Bay of Biscay.⁸ The vessel in fact met with a good deal of further bad weather, necessitating repairs to the paddle wheels from time to time. However, the vessel's behaviour was such that her sea keeping qualities in the Bay were later described by her captain as "simply perfect".⁹ The voyage continued via Gibraltar, the Suez Canal and Aden to Batavia.

Whilst in Batavia, more than half of the crew (but not perhaps the captain) were stricken with fever and the ship's doctor, Thomas Martin, had an anxious time. The ship remained berthed at the port for two weeks, the command passing to the Chief Officer (First Mate), Charles Hudson.¹⁰ The official "Passenger List" recorded in Brisbane on arrival, shows the name of Charles S. Hudsy as First Mate, evidently a mis-spelling of Hudson. This Passenger List shows a total of 28 persons, so three men must not have proceeded beyond Batavia in the ship. Wilson was still shown thereon as master.¹¹ The voyage continued to Thursday Island and hence down the Queensland coast. Severe weather conditions hampered the movement of the ship and she sought refuge at Townsville, Keppel Bay and Rockhampton, to avoid strong south easterly gales and tremendous head seas.¹²

The arrival of the beautifully appointed *Lucinda* in Brisbane on 7 May 1885 occasioned much excitement. The *Brisbane Courier* of the next day described the vessel thus:

"She is a strikingly handsome looking vessel schooner rigged, presenting the appearance of a yacht. Almost the whole space has been utilized for cabins and captain and officer's quarters, etc and the fittings of these compartments are most complete in every particular. From an external view of the steamer, no idea can be formed of the beauty and comfort of her internal fittings, which have been carried out on a scale quite new to Brisbane. There are in all four cabins, two on the main, covered by what may be termed the hurricane deck and two under the main deck. The lower saloons are entered by two commodious companion ways from either side of the ship. The whole of the cabins are either panelled with polished teak and rosewood, which is a very pretty contrast, or hand-painted designs on wood and the ceilings throughout are of a light colour and prettily embellished. The after and upper saloon, which may be termed a social hall, is a fine roomy apartment, upholstered with a brown material which forms a pretty contrast with the dark-coloured panelling and hand painted portions of the saloon. Further aft on the same level is a ladies' cabin gorgeously fitted and elaborately furnished. The lower saloons are fitted out in the same elaborate manner as the upper ones, having couches or settees all around, and revolving chairs at the dining tables. There is also space at the dining tables in these saloons to comfortably seat 80 persons."¹³

Further description of her layout reads as follows:

“The saloon in the forward part of vessel, with sofas all round with turn up backs so as to afford sleeping accommodation for 20 passengers. An oval shaped deck opening in centre, with stained glass skylight afforded light and ventilation. After part of deckhouse fitted up as a ladies ante-room, with side panels of Japanese tapestry. The forward part of the deck house contained the smoking room. Inside of bulwarks made of grained imitation teak. One 18 foot lifeboat, one 19 foot gig carried, both of teak”.¹⁷

Technical detail of this magnificent vessel is not without interest. She was powered by three furnaces heating a single ended steel boiler, of 13 feet 10³/₄ inch inside diameter and 9 feet 11 inches length, which generated steam to the two engines of the diagonal compound oscillating type, which in turn drove two paddle wheels of 12 feet diameter.¹⁸ A special feature was the installation of electric lighting throughout. She was also outfitted with one brass 6 pounder cannon. The armament may have been intended for defensive purposes (against pirates) but its only reported subsequent use was to start yacht races in the Brisbane River.¹⁹

THE LUCINDA AT WORK — THE FIRST FIFTEEN YEARS

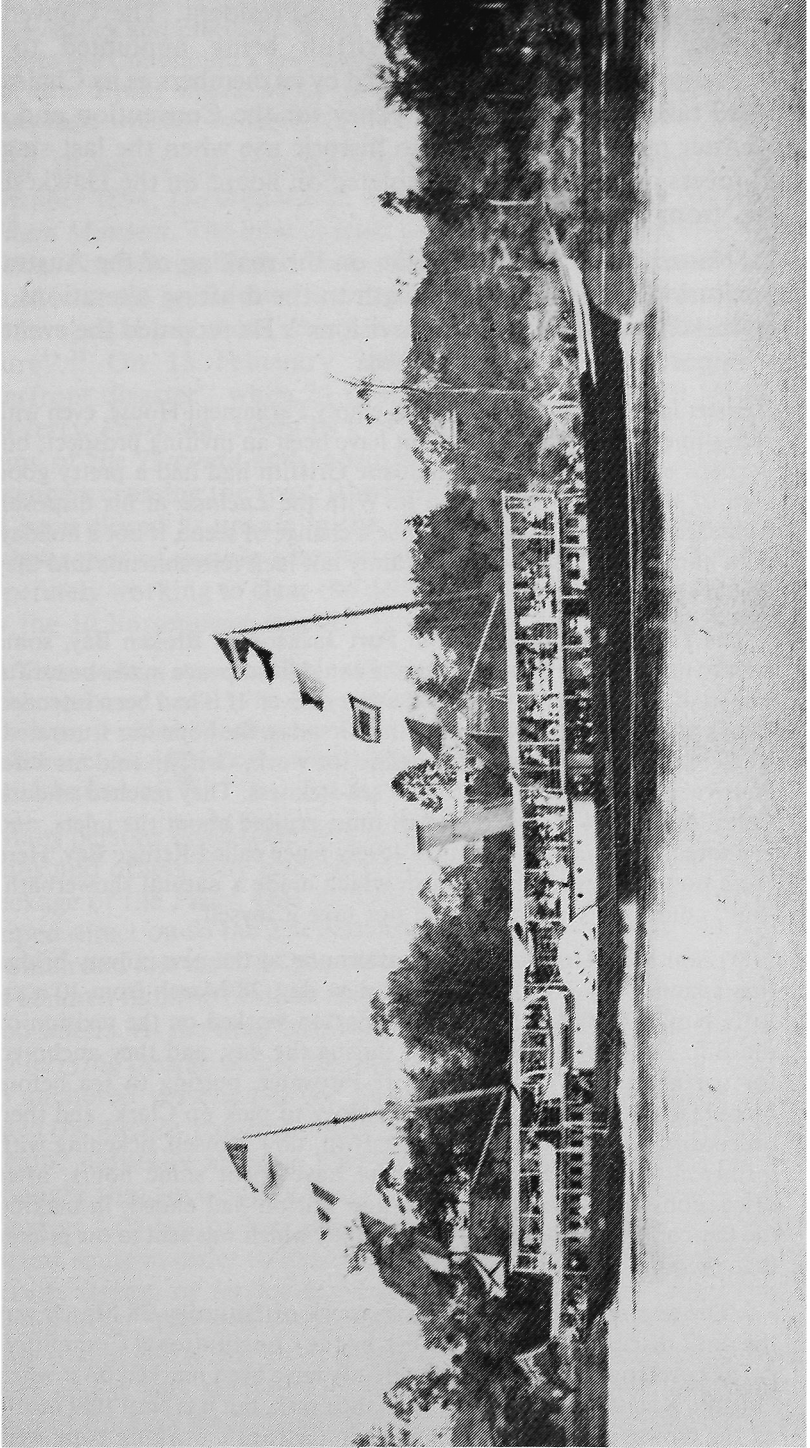
After docking and some rest for the crew and refit of machinery, the vessel sailed locally on 1 June and then for Townsville on 10 June on official business, carrying the Premier (Samuel W. Griffith), the Attorney-General and the Minister for Public Instruction. The voyage was noted for a considerable amount of rough weather, to which the ship stood up well but the ministerial party did not.²⁰

The *Lucinda's* employment in her first fifteen years was directed to government duties, e.g. ministerial voyages to the north and Cabinet meetings down into Moreton Bay. One official function recorded in detail was the farewell social outing for Lady Norman, wife of the departing Governor, Sir Henry Norman in May 1895.²¹ Other engagements included picnic outings for various associations e.g. a visiting cricket team from NSW, and parties organized by some members of parliament and as flagship for the annual regattas of the (Royal) Qld Yacht Club. Understandably, some criticism was levelled at government for this sort of usage.²²

The highlight of the *Lucinda's* career was her employment as a venue in the drafting of the Australian Constitution in 1891. The first National Australian Convention, empowered to consider and report upon an adequate scheme for a Federal Constitution, was convened

John Oxley Library

A day on the Brisbane River. The function and the date are unknown.



at Sydney on 2 March, 1891, at which Sir Samuel Griffith, then Queensland Premier, was elected Vice-President. The Convention appointed three committees, Griffith being appointed to the Constitutional Committee and elected by its members as its Chairman. He had taken the *Lucinda* to Sydney for the Convention and over the Easter period she was put to historic use when the last stage in the process of drafting was completed on board on the Hawkesbury River, from 27 to 29 March.”²³

La Nauze, an eminent historian on the making of the Australian Constitution, has referred at length to the drafting alterations over that weekend as the “*Lucinda Revisions*”. He recorded the events of that important weekend as follows:

“Easter in a committee room in an empty Parliament House, even with refreshments available, would not have been an inviting prospect; but perhaps even before he left Brisbane Griffith had had a pretty good idea of where he would spend it. With the *Lucinda* at his disposal, he and his colleagues could combine a change of scene, if not a holiday, with hard work. They would certainly not lack refreshments and they would escape the reporters.

The *Lucinda* proceeded from Port Jackson to Broken Bay, some twenty miles to the north, where she could lie at peace in the beautiful waters of the estuary of the Hawkesbury River. If it had been intended to talk about the Constitution on that first day, the hope was frustrated. There was too much swell on outside for work, Griffith told his wife, and years later, Wise even wrote of sea-sickness. They reached smooth water inside Broken Bay by lunch-time, cruised about the inlets, and anchored for the night in a most lovely place called Refuge Bay. Here there was a waterfall in the bush which made a natural showerbath, ‘but’, confessed Griffith, ‘I did not take it myself.’

Wrixon had disembarked that afternoon at the new railway bridge that spanned the Hawkesbury. All next day, 28 March from 10 a.m. to 11 p.m., Griffith, Kingston and Barton worked on the revision of the Bill. Downer was put ashore during the day, and they anchored for the night in “The Basin”, off Pittwater, putting to sea before breakfast on Sunday to return to Sydney to pick up Clark, and then proceeding to Middle Harbour. Griffith, now himself sickening with influenza, worked all day; he must have spent some hours, after discussions with Clark, Kingston and Barton had ended, in making the fair copy of the heavily corrected draft which was sent to the printer that evening.

...The text revised in the intensive work of Saturday 28 March was the draft discussed two days earlier by the Constitutional Committee. A few corrections may therefore already have been marked on it when Griffith, Kingston and Barton began their task, but it is clear that nearly all the crowded marginal scribbles in Griffith’s working copy were

made aboard the *Lucinda*. There were a few variations of substance, but substantially the corrections were draftsmen's work, aimed at clarity, consistency and precision. When Griffith introduced the new printed text to the Convention a few days later he explained that they had tried to form a plan which, so far as regards simplicity of structure and language, will not be unworthy of the English tongue."²⁴

Not all events surrounding the vessel were happy ones. On 12 November 1894, *Lucinda* was in collision with the boat of the barque *William Manson*. The boat carried two men who received only slight bruises. The Marine Board "was of the opinion that Captain South should have navigated the *Lucinda* on the right side of the river and that he should pay more attention to the regulations of the Port in future".²⁵ On 13 February 1896 occurred "Brisbanes worst waterfront disaster" when 23 people were drowned when the cross river ferry, *Pearl*, was swept by swirling flood waters onto the anchor chains of the *Lucinda* and capsized. The *Pearl*, heavily laden with passengers crossing the river, (the partly finished replacement bridge had been closed as unsafe in the swollen flood waters) was viewed by thousands of people who had gathered to watch a team of men desperately working to clear the debris piled against the bridge. They saw the 10 horsepower wooden screw steamer swept to disaster.

"The watchers stared aghast as the ferry steamed to pass between the two anchored craft. (The *Lucinda* and the *Normanby*). She appeared to have avoided the *Normanby* but was swept broadside on to the anchor chains of the other vessel, carried high up on them, overturned and broke up."²⁶

Many persons saved their lives by holding onto the *Lucinda*'s anchor chains and others were rescued from logs, boxes and seats from the wreckage of the *Pearl*. One lucky lad did not even wet his feet as he jumped direct on to the *Lucinda* but another gave up his life belt to a woman and lost his life. One observer counted some 20 men, women and children fighting for their lives before sinking in the swirling racing flood waters. At the time the *Pearl*, the *Alice* and the *Young Mat* were also ferrying people across the river and were all cutting between the two anchored vessels. On the previous trip, the *Pearl* had actually fouled the anchor chains of the *Lucinda* but had slipped free and her captain, naturally anxious about the incident, had remarked to a passenger that he would not do it again. But after leaving Queen's Wharf at 5.05 pm he had succumbed to the temptation to take the shortest route in order to keep up with the other two vessels in having a steady stream of ferries arriving at Musgrave Wharf and disaster was the result. The hulk of the *Pearl* was later found on the river bed where it snagged a line from a steamer berthed at the Ernest Street wharf and it was recovered, presenting a sorry sight. The Marine Board of Enquiry found that the Master of the *Pearl* displayed a want

of skill in navigating his vessel and that the steamer was lost through his default. His certificate as home trade master, and licences to take charge of steamers within the limits of any port, were thereby cancelled.²⁷ A first hand account by a passenger on the *Pearl* is available in the John Oxley library.²⁸

TWENTY MORE YEARS IN GOVERNMENT SERVICE

Over the next two decades, the vessel served in a variety of roles. State government cabinet meetings were often held on board as the yacht cruised the Bay, and New Guinea was honoured by her presence on occasions. The vessel performed official duties involving distinguished visitors. Thus on the 27 May 1901, the Duke and Duchess of York (later King George V and Queen Mary) disembarked from the *Lucinda* at Petrie Bight. The original plan was for the Duke and Duchess to sail from Melbourne to Brisbane in the Royal Yacht *Ophir*, with accompanying naval escort. The ships were then to proceed to Sydney. Southern authorities, however, considering Brisbane as a declared plague port, were unwilling to subject the vessels and crews to quarantine on reaching Sydney. The royal party was therefore obliged to travel to Brisbane by train, where they were quietly transferred to the *Lucinda* which proceeded down river for some distance and then steamed back to the public reception area in the city. This move was widely reported at the time in the daily press, with much indignation directed against the Southern authorities. The use of *Lucinda* was to enable the elaborate reception to go ahead as originally planned. Thus a choir of 1000 children performed at the wharf as the royal couple disembarked.²⁹ Another official occasion, when the Prime Minister was being entertained aboard, provided a newspaper cartoonist with the opportunity for political comment.³⁰ On January 1910, *Lucinda* brought Lord Kitchener to Brisbane from HMS *Encounter* anchored off the Pile Light.³¹ A special feature of the life of some Brisbane children of the day was their annual voyage and picnic down the Bay. As one person recalled:

“(S)chool children looked forward eagerly to their annual picnics aboard. I can remember, as an infant scholar, being overawed by the grandeurs of the occasion. To be on such a fine ship, with all her brightly polished timber and brass work, and to see the churned up water from her splashing paddles passing before my fascinated gaze. This was living indeed.”³²

In 1903 alone, the *Lucinda* carried some 10 000 to 12 000 school children on these trips.³³

LUCINDA AND THE POLITICIANS

As has been noted the *Lucinda* entered service immediately upon arrival in May 1885 and the vessel became, in each year, the subject of a recurrent vote put up in Supply in the Legislative Assembly. From the very first occasion, in 1885, criticism was levelled at the government by members of opposition parties.³⁴

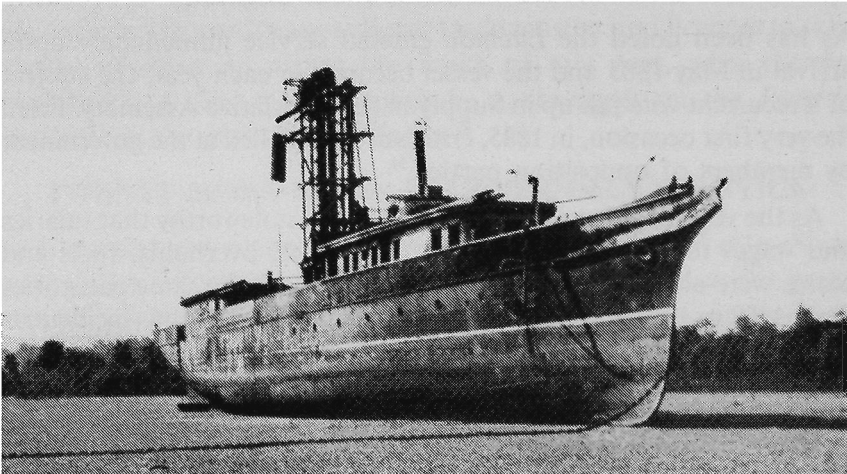
As the vessel's price was only £ 13,140 it is noteworthy that salaries and wages to 1901 totalled £ 15,000. Repairs, overhauls, fuels and stores were about the same figure. The total of the same categories from 1902 to 1921 accounted for another £ 58,000. Various incidentals took the grand total to, say, £ 90,000, a very considerable sum.³⁵ Cost, therefore, was a warranted criticism, standing in contrast to a depressed economic situation for much of the period. In addition, a degree of social polarisation identified the "wealthy classes" and "ordinary people", and many allegations referred to the privileged use of the *Lucinda*. Government ministers responded that the cost was justified on the grounds that the vessel provided a means of transporting governors, ministers and others to northern ports (an important enough role), entertaining distinguished visitors, serving as a setting for ministers' deliberations, assisting the other government boats on their duties and being lent for charitable fund raising and other activities besides, as has been mentioned, hosting day trips for school children.³⁶

THE CAPTAINS

Andrew Wilson was appointed captain in England on 31 December 1884, replacing Captain Campbell Hepworth who had had to resign his commission just before sailing, because of ill-health. Wilson's contract stated that he:

"shall and will deliver the said steamer (to Brisbane) in good order and condition; reasonable wear and tear, Act of God, the Queen's enemies, restraint of Princes and Rulers, fire and all other dangers and perils of the seas, canals, rivers and navigation excepted."³⁷

He was to be paid £ 25 per calendar month until delivery and a further £ 50 plus a first class return to England if the offer were taken up within two months of arrival. He was incapacitated in Batavia, and the first mate Hudson assumed command. There are some still unexplained circumstances behind this. A telegram, sent from Batavia to London and thence to Brisbane, reads: "Lucinda Batavia apyretic master rhetoric casually". 'Rhetoric' and 'casually' are telegraphic code words for 'superseded by' and 'chief officer' respectively (as shown by handwritten annotations on the telegram). The word 'apyretic' presents some difficulty.³⁸ If it is a code word, its meaning is unknown (no copy of the code word lists has been located). If,



The Lucinda as a coal carrying “dumb barge” during the late 1920s and early 1930s. The tall structure is the coal conveyor described in the text.
John Oxley Library

however, it is a transmission in clear, it can mean, according to the Oxford English Dictionary, ‘without fever’, ‘free from fever’ and ‘referring to local diseases other than fevers’. For one reason or another, Wilson was unfit to continue as Captain. An unconfirmed report states that he was intemperate. Whether he continued on to Brisbane is unclear.

Charles Hudson was certainly *Lucinda’s* commander on arrival in Brisbane. He seems to have been quite comfortable in this position, not referring at all in interview to Wilson, and implying that he had captained the ship for the entire voyage. Of the man himself, nothing has been found beyond a newspaper report that he was an officer in the Cape Mail service.³⁹

The captaincy of the *Lucinda*, for her first three months in Queensland service has not been identified. However, Robert Bryce Russell Williams was appointed on 7 August 1885, and held the position for two years. He had been in Queensland government service in some capacity since 1883.⁴⁰

James Hodda South became the next captain, serving with distinction from 17 November 1887 until his retirement on 1 May 1907. Biographical information is available locally from his great granddaughters and great grandson. Prior to his appointment to the *Lucinda* he had been with the Howard Smith shipping line for a number of years, retiring with the rank of Commodore of that fleet. Among his nautical achievements in Queensland service, he surveyed and

successfully used a passage between Moreton Island and North Stradbroke Island and known, coincidentally, as South Passage. The name, however, dates from about 50 years earlier. He served for some time in the Queensland Navy, attaining the rank of Commander in that service.⁴¹ An evocation of the social scene at the turn of the century is to be found in an account of the wedding of his second daughter in the church of St Michaels and All Angels at New Farm:

“Several sailors from the *Lucinda* had decorated the church with bunting as only sailors can; the walls were almost hidden with the gay emblems of all nations, the pillars draped, the arches festooned. At the entrance to the chancel, was a big arch of bougainvillea and within, a smaller one formed of crossed oars ... A champagne *dejeuner* was later served at the captain’s home ...”⁴²

Captain South died in Sydney in 1923, aged 84 years.

Thomas Craig was the next and final captain. As a lad, he had made several trips with his sea captain father between Britain and Australia, finally settling in Brisbane late in 1883. He joined the pilot service and carried out duties in Torres Strait and New Guinea, subsequently serving in other ships in those waters. For example, on the *Merrie England*, he assisted in the rescue of persons from the *Quetta* which sank with great loss of life on 28 February 1890. In the early years of the new century, he was appointed chief officer of the *Lucinda* under Captain South and his appointment to the captaincy followed on South’s retirement in 1907. After the paying off of the vessel in 1921, he rejoined the pilot service as master of the *Matthew Flinders*. Upon retirement, he took up residence at Woody Point, Redcliffe, and died there on 4 March 1950, aged 88 years.⁴³

THE LESS GLAMOROUS YEARS

With the passing of the years, the *Lucinda* was showing her age despite biannual periods in dry dock for painting and general overhaul.⁴⁴ The expense of maintaining the vessel in a seaworthy condition, and paying for salaries and wages, coal, stores and victualling, became an ever increasing problem and on 10 December 1920, the Premier announced in the House that the vessel had largely outlived her usefulness.⁴⁵ She was therefore laid up in 1921. Contemporary newspaper items reviewed the ship’s career.⁴⁶ The last entry in the log before laying up, by Captain Craig, was dated 13 January 1921 and read:

“9.15 a.m. Cleared dock gates, and steamed to jetty; stowed raft for’d etc; put canvas cover round life-boat; washed down; several small jobs. 3 p.m. All hands paid off; ship moored well to Queen’s Wharf: C. Smith left as caretaker.”⁴⁷

A gratuity of £ 405 was granted for sharing among the crew.



The remains of the Lucinda in mid February 1993, viewed from the stern looking towards the bow along the length of the ship. The large concrete pipes, dumped there as landfill, lie parallel to and inboard of the port side which is actually covered by the rocks of the temporary causeway. The exposed starboard ribs, projecting for less than half a metre above the sand, can be seen from the mid right towards the top centre of the photo. A subsidiary line of ribs to the right of these ribs belongs to the port side remains of the Moreton. Within the Lucinda proper, the rudder post is at the bottom of the photo, while the remains of certain pillars and a transverse bulkhead are to be noted within the ship's outline. The objects on the skyline are heavy earth moving units.

G. Martin and D. Martin

The government sold the *Lucinda* in 1923 to Evans, Anderson, Phelan & Co, a Brisbane engineering firm, for £ 400.⁴⁸ She was partially dismantled, by removal of the top hamper and paddles, and the fine fittings and furniture were auctioned some months later, fetching £ 304.⁴⁹

A few years later, the hull was purchased by the Riverside Coal Transport Co. That company converted it to a “dumb barge” to carry coal from Ipswich into Brisbane. Mr Ken Campbell, chairman of directors of the Riverside companies recalls:

“Colin and Norman C. Campbell bought the *Lucinda* (about 1926/27) probably from Mr Jack Bloomer, a machinery dealer at that time. The boiler and propelling (paddle wheels) machinery had been removed. Mr Norman Campbell, then Deputy City Engineer of Brisbane City Council, designed machinery to make her a self unloader capable of discharging at up to 500 tons an hour. A cross-hold conveyor moved coal to a side fore-and-aft conveyor discharging into a boat where coal was elevated in a bucket elevator. The elevator was designed to be telescopic and so allow the *Lucinda* to (pass) under the Victoria Bridge which was about 29 feet above high water, to the City Electric Light Co Pty Ltd, corner of William and Margaret Streets, Brisbane. The *Lucinda* was enjoyed by the people of Brisbane and I enjoyed a trip across Moreton Bay and marvelled at her paddle wheels in action and the beauty of her lines.”⁵⁰

A rare photograph shows the elevator and, incidentally, the elegant line of the hull. Sand and gravel were also carried in these years.⁵¹

After being cut down to the waterline for its wood and metal scrap the *Lucinda* was finally beached on Bishop Island, in 1937, near the mouth of the Brisbane River. The fine old vessel, together with other hulks, was to serve as a breakwater for the man-made island (which had been formed from dredging a new channel in the river, done under Captain Bishop in 1912).⁵² As she steadily rusted away, she became partly covered by mud and sand. A project to raise her in 1986 was not proceeded with. Today, the outline remains are still visible, but they will soon be entirely covered with fill as part of the extension of the Fisherman Islands wharf complex.⁵³

RELICS

Certain relics of the *Lucinda* are located in Brisbane but an unknown number of objects are in private hands and it is difficult to trace all such material, when it is realised, for example, that the original complement of chairs alone numbered about 50. A large table (2.4m x 1.4m) is owned by the Convent of St Joseph at Nundah.⁵⁴ This table may well be that at which Griffith and his team worked on the draft constitution in 1891. Another table (1.45m x 0.84m) is in the

private possession of Mrs M. Deere. It was originally in the Captain's cabin, and was given by Edward Phelan (of Evans, Anderson and Phelan) to one of his daughters who subsequently passed it to her daughter, Mrs Deere.¹ There would seem to be another, smaller, table which has received mention from time to time in newspaper articles, reputedly purchased at the auction of furnishings and fittings in early 1924 by Alderman Barry.² The ship's female figurehead once stood in the grounds of Amity House at New Farm, taken there by the late Thomas Welsby when he owned the house, but it has now totally disintegrated.³ The Queensland Parliament holds several valuable relics.

Relics of the *Lucinda* are available for viewing in Brisbane are:

RHSQ museum:

the cannon, builder's plate, ship's bell, two chairs and an embroidered supper cloth.

Queensland Maritime Museum:

the steering wheel, windlass, Newell post, cutlery chest and several pieces of silverware.

Queensland Museum:

a navigation lantern.

Newstead House:

a chair.

Miegunyah Folk Museum:

a chair.

Parliamentary annexe:

silver tableware as follows: sugar bowls, milk jug, teapots, coffee pot, fish knives, letter openers, serving forks, cake slicers, food tongs, splayds, dinner knives, dinner fork, entree forks, sugar splayds, cake forks, serviette rings.

A number of other items are held in official or private ownership and are accordingly not available for public inspection.

Parliamentary Speaker's sitting room:

a pair of silver candlesticks.

Parliament House members' bar:

the curved panelled wall from one of the officer's cabins.

Private homes:

two navigation lanterns, chair, cabinet, three tables, builder's engine plate, teak bench with scrolled bronze arm rests, breadboard bearing the ship's name, spoons, Captain South's telescope, Captain Craig's telescope and sextant. (Details of locations are held by the RHSQ).

While not relics as such, models of the *Lucinda* may be mentioned briefly. The builder's model is presently on display at the Queensland Museum, another is to be seen at the Queensland Maritime Museum. A further one is in private hands in Brisbane and another, of recent construction, is presently in Sydney.⁵⁸

CONCLUDING REMARKS

The *Lucinda* was in government service for 36 years under 18 premiers, 8 governors and three Queensland captains. Her subsequent service in a commercial capacity extended over another 15 years.

With the passing of this beautiful vessel was lost an opportunity to preserve something of great beauty from the past. But it may be said that it was surprising that the vessel was ever built to the standard of luxury that it was. It required large egos on the part of the chief ministers of the day and a compliant parliament for such a luxurious vessel to be constructed from public funds. The vessel obviously brought much pleasure to many people and, in view of the harsh conditions of these times, perhaps her existence was more than justified on that ground. As has been said in other contexts, we may never see her like again.⁵⁹

ACKNOWLEDGEMENTS

Many people provided information. The co-operation is gratefully acknowledged, in particular that of Father Denis Martin of the Brisbane Catholic Archives, and of Mr W. and Miss E-A. Abell, Mrs M. Alexander, Mrs A. Barber, Mrs J. Bowie Wilson, Mr J. Bell, Mr K. Campbell, Sister Carmel Carroll, Mrs M. Deere, Mrs H. Eales, Mr W. Foote, Hon J. Fouras, Mr J. Larkin, Mr G. Martin, Dr R. McLeod, Mr B. Phillips, Father J. Phillips, Mrs H. Robertson, Mr & Mrs T. Robinson, Mr Colin Sheehan, Mrs H. Taylor and Mrs M. Waanders.

ENDNOTES

1. William Torrance, *Steamers on the River from Ipswich to the Sea*, Brisbane Market, Torrance, Brisbane, ca 1986, p.18.
2. Neil Groom “ ‘Sharing Pollies’ Floating Palace”, *Sunday Mail*, 4 March 1984.
3. *Daily Mail* 4 January 1928. There was a superficial resemblance but the three V and A yachts were built at Pembroke.
4. The *Kate* sank on 11 November 1890 in collision with the *Burwah* in Moreton. COL/94 1883, Queensland State Archives (QSA).
5. Correspondence — Despatches from Agent-General in London, COL/94 top number 4893, QSA.
6. File of 12 items of correspondence held at the “Table Office” at Parliament House, among items listed in Queensland Legislative Assembly, *Votes and Proceedings* (hereinafter V&P) 1885,1,328. Plans of the vessel and the ‘Ship’s History’ books are held at the National Maritime Museum, Greenwich, London. Contractual documents and correspondence concerning construction are held at the Business Records Centre, University of Glasgow, Scotland. The length of 165 feet was that between perpendiculars, i.e. from the bow at waterline to the sternpost.
7. V&P 1885,1,1023.
8. “Chatelaines of Queensland’s Government House”, *Sunday Mail* 12 June 1932.
9. Helena Swan, *Girls’ Christian Names*, Swan Sonnenschein, London, 1900, pp357-365.
10. Item 1858, COL/94, QSA and *Queensland Parliamentary Debates* (QPD) 46,863 and 46,1885 1885.
11. D.J. Lyon comp., *The Denny List*, Part 1, National Maritime Museum, Greenwich, 1975.
12. Item 2330, 7 April 1885, COL/94, QSA.
13. See Item 2330, telegram 7 April 1885, COL/94, QSA.
14. Ships index, *Lucinda* Passenger List p146, IMM/120 microfilm Z1962,QSA.
15. Items 2924, 3084, 3243, COL/94, QSA.
16. “The *Lucinda*”, *Brisbane Courier* (hereinafter BC) 8 May 1885 p5.
17. Lyon, op.cit.
18. *ibid.* Paddle wheels of the feathering type are described in R. Sennett and H.J. Oram, *The Marine Steam Engine*, Longmans Green, London, 1898, pp.310-3.
19. The gun is now in the RHSQ museum.
20. *Week* 6, 13, 20 June 1885; the first two items are mere notes.
21. “Picnic to Lady Norman”, unidentified cutting in *Lucinda* file, RHSQ, 3 May 1895.
22. Diary of Engagements of Government Steamers, COL/467, 468, QSA. Only the 1892 and 1894 bookings have been found and these are shown only as one-line entries. Yacht Club involvements are described briefly in Thomas Welsby, *History of the Royal Qld Yacht Club*, Brisbane, (1918) pp.10-45.

23. J. Quick and R.R. Garran, *The Annotated Constitution of the Australian Commonwealth* (Sydney, Angus & Robertson, 1901) p123, 130; "The Federal Constitution", BC 30 March 1891 p5.
24. J.A. La Nauze, *The Making of the Australian Constitution* (Melbourne, Melbourne University Press, 1972) p.66.
25. Marine Board of Queensland, Collision, p.242, HAR/81B, QSA.
26. The Victoria Bridge, built after the huge 1893 flood, was judged to be unsafe as much debris was piled up against it and it had been closed. L. O'Dwyer, "Disaster on the Waterfront", *Brisbane Telegraph* 31 January 1953 p.11 (drawn from various reports in that newspaper during February 1896).
27. Marine Board of Queensland, Collision, p.279, HAR/81B, QSA.
28. Richard Alford, "Memoirs of Years gone by and Other Items", typed manuscript, 1908. John Oxley Library, Q923.9 ALF.
29. See BC 15-21 May 1901.
30. *Truth* 10 January 1909; cartoon.
31. Lord Kitchener transhipped from HMS *Encounter* to the *Lucinda* to travel up the river. See BC 1 January 1910 for a full account. *Lucinda* later carried General Pau and the members of a French mission; *Queenslander* 22 January 1921.
32. Torrance, p.19.
33. QPD 91,406 (26 August 1903).
34. QPD. See under "Supply" in indexes for years from 1885 to 1921 inclusive.
35. The figures are compiled from all Annual Reports of the Auditor-General from 1886 to 1921 inclusive. See Queensland *Parliamentary Papers* for the relevant years.
36. In 1903 the other government boat was the *Otter* whose duties included the important task of ferrying supplies to the lighthouse staffs along the Queensland coast; QPD 91,407.
37. Item 1594 of 1883, COL/94, QSA.
38. The telegram is Item 2330 of 7 April 1885, COL/94, QSA.
39. BC 8 May 1885.
40. Queensland Legislative Assembly *Blue Book* 1885 p.20.
41. *Telegraph* 24 February 1979. His great-grand-daughters, Mrs M. Alexander and Mrs M. Waanders, who live in Brisbane, have various mementos.
42. "Social Column" pages in unidentified Brisbane periodical, Vol.1 No.9 26 September 1903, Coventry (ed.), Brisbane, pp.12-14.
43. Private communication from Mrs Bowie Wilson, one of Captain Craig's grand-daughters.
44. Applications for Dry Dock, HAR/1, QSA. Entries are shown for 1893-1920.
45. QPD 136,623 (10 December 1920).
46. BC 13 January 1921 p.6 and *Queenslander* 22 January 1921 pp.24, 36. A photograph of the crew, at the time of their paying off, shows a very disconsolate group of men.
47. BC 8 December 1923.

48. As purchased, the superstructure was still in very good order and her cabins were as trim as ever, most of the fittings being untouched. The *Daily Mail* carried an emotional article about the final transaction, 13 November 1923 p.6.
49. Order Book, OM.AS/14, 5 December 1920 — August 1926 p.102, E.A.P. papers, John Oxley Library. Fittings and furnishings were thereby widely dispersed. See also Torrance p.19 and *Daily Mail* 4 January 1928.
50. Recollection of Mr Ken Campbell, chairman, The Riverside Coal Transport Co. Pty Ltd, letter to M.W.D. White 12 June 1991.
51. File of *Lucinda* photographs, John Oxley Library; *Queenslander* 19 May 1927 p.24.
52. R. Siemon, "Brisbane's Graveyard of Forgotten Hulks", *Courier Mail* 17 June 1950.
53. G. Earle, "Salvage job on Wreck Island", *Courier Mail* 4 July 1986. The article contains several errors. The island, known as Bishop Island, is now connected to the mainland and is being extended for the Port of Brisbane Authority extensions to the Fisherman Islands wharves. Dr J. Davis and Father D. Martin recovered a part of an after section of the hull in March 1993 and donated it to the RHSQ where it is presented.
54. The table measures 8 feet long by 4 feet 8 inches wide, with bulbous legs, consistent with the *Lucinda* style of furniture. The convent is situated at 67 Bage Road, Nundah. The convent records do not establish whether the table was bought by the sisters, given to them or came with the purchase of the original house. Letter Sister Carmel Carroll RSJ, Archivist of the Order to M.W.D. White 26 August 1992.
55. *Sunday Mail* 7 February 1993.
56. Article "What happened to the *Lucinda's* constitution table?", *Courier-Mail* 29 July 1987 p.8. Maurice Joseph Barry, proprietor of His Majesty's Hotel, Queen Street, was first Labor Party Mayor of Brisbane and last Mayor before the amalgamation of the local Councils into the greater city area of Brisbane, and first Lord Mayor of amalgamated city. *Men of Queensland*, Read Press, Brisbane, 1928, plate 66.
57. C.G. Austin, "Thomas Welsby — Author and Collector", *RHSQ Journal* Vol.4 Part 5, pp.621-2.
58. "Queensland's Shame", *Telegraph* 10 February 1979. See also memorandum from the office of the Speaker, the Hon J. Fouras to M.W.D. White 11 September 1992; R. McLeod, "The Steam Yacht *Lucinda*", *Australian Antique Collector* Vol.41 (Jan-June 1991) p.45.
59. The model in the Maritime Museum was built by Father Denis Martin. A small model in plastic materials has been constructed by J. Larkin while that in Sydney is the work of D. Clafin who displayed it at the RHSQ centenary celebration of the signing of the draft Australia Constitution, *Courier Mail* 22 March 1991.
60. More than 70 years have passed since the ship was laid up, numerous newspaper articles have appeared, many with factual errors. In March 1991 the RHSQ presented a commemorative display for the centenary of the drafting of the Australian Constitution.

CORRIGENDUM

M. Kowald, Commissioned History Writing. Is there a Futre? (Volume XV page 155) the author for end notes 6 and 11 should read Rod Fisher.