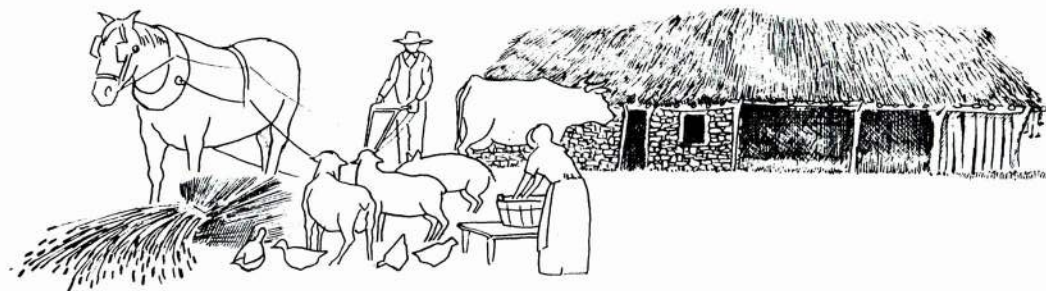


Changing Pastures

Arnolds in Australia 1848 - 1993



2

Our Ancestors in Australia

The migration of the Arnold family was completed in four separate voyages from Hamburg to South Australia as follows:

Voyage 1

Johann Gottlob Arnold
ALFRED

Departed Hamburg 15 August 1848
Arrived Port Adelaide 6 December 1848

Voyage 2

Johann Wilhelm Arnold & Carl Friedrich Arnold
REIHERSTEIG

Departed Hamburg 21 June 1854
Arrived Port Adelaide 26 October 1854

Voyage 3

Johann Ehrenfried Arnold & Johanne Elisabeth
Arnold
STEINWARDER

Departed Hamburg 25 August 1855
Arrived Port Adelaide 19 December 1855

Voyage 4

Johann Gottlieb & Johanne Christiane Arnold with
their children Carl Friedrich, Christiane Ernstine,
Ernst Wilhelm and Ernstine Auguste
WANDRAHM

Departed Hamburg 27 October 1866
Arrived Port Adelaide 2 April 1867

The Ships

ALFRED - 635 tons 3 masted ship built 1841 at Lulea, Sweden and owned by J C Goddefroy & Sons. Captain H E Decker

REIHERSTEIG - 250 tons 2 masted brig Captain J Harman

STEINWARDER - 320 tons 3 masted barque built 1848 and owned by J C Goddefroy & Sons. Captain H E Arens

WANDRAHM - 600 tons 3 masted ship built 1854 at Reihersteig and owned by J C Goddefroy & Sons. Captain F Fruchtenicht

The local newspaper 'South Australian Register' dated Saturday 9 December 1848 records the arrival of the 'Alfred' from Germany as follows:

'The ship 'Alfred', 635 tons, H.E.Decker commander, from Hamburg 20 August, and Rio 17 October, arrived on Wednesday, with 275 passengers, chiefly from Silesia and Saxony. Most of them are small farmers, who intend settling upon the lands of the South Australian Company.

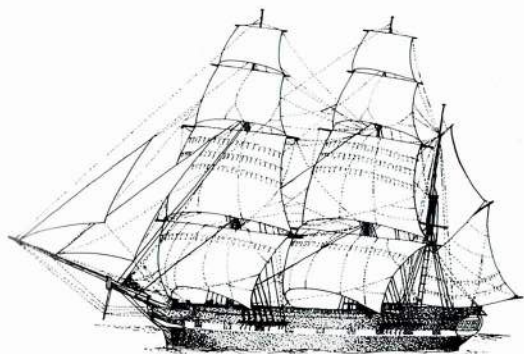
The 'Alfred' was chased by the Danish man-of-war 'Meander' for eight hours, during which as many as eight shots were fired, but the ship escaped by superior sailing.

The efforts of the pacificators were incessant, and certain conditions which had been approved by the Diet at Frankfurt were forwarded to the Prussian Government for ratification.

New levies of troops were stationed close to the boundaries of Jutland, ready to invade if the overtures happened to be rejected.

In the meanwhile trade was brisk in Hamburg, the prices were looking up in consequence of the expectations entertained by many commercialists that the blockade would be renewed.

The next ship laid on for Adelaide with emigrants, was the 'Steinwarder', to sail on the 25 August; and to be followed by the 'Goddefroy', also with emigrants; and another vessel was said to be under engagement.'



Typical three masted Barque

THE VOYAGE TO AUSTRALIA OF JOHANN GOTTLOB ARNOLD

It was on 15 August 1848 that Johann Gottlob, second son of Johanne Elisabeth and Johann Gottfried Arnold set sail for Australia.

At the time that the 'Alfred' under Captain Decker was leaving the Elbe River on 20 August - five days after setting sail - a Danish frigate caught sight of her and set after her at full sail. The experienced and capable sailing of Captain Decker kept the 'Alfred' safe from attack.

It was not a pleasant voyage - storms in the early part of the journey and much seasickness. In the English Channel the 'Alfred' narrowly missed collision with a brig (a two masted sailing vessel). The 'Alfred' passed Madiera Island to the west of Morocco on 13 September, then moving closer to the west coast of Africa, passed between Palma and Teneriffe off the Canary Islands. Progress was slow.

Approaching the Equator the heat was unbearable and the 'Alfred' was beset with a period of calm. They were passing through the zone called the 'Doldrums' between the north and south trade winds and many people became ill because the water became stagnant. The water remained putrid for the whole trip, as the old wine and vinegar which had previously fermented in the casks, tainted the water. Three children under twelve months old died and were buried at sea.

By 10 October the 'Alfred' reached Rio de Janeiro in Brazil. It was here that the passengers first saw oranges and bananas - a very welcome sight after what they had on board.

On 17 October the 'Alfred' set sail once again and sailed towards the Cape of Good Hope. Between here and Australia it was quick sailing with the help of the Roaring Forties. On 6 December 1848 the 'Alfred' docked at Port Adelaide, South Australia. The journey that had taken three months and twenty three days was over.

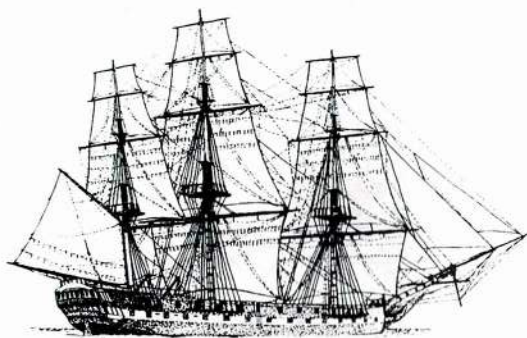
Gottlob was now ready to start a new life on Australian soil; the terrors and the challenges as well as the opportunities of life in an unknown land were about to unfold.

Another interesting account of the voyage to Australia which we have just recounted is given by Christiane Hiller nee Petschel in her autobiography, written years after the event.

At the age of eight years she was travelling to Australia on the 'Alfred' with her parents and other family connections.

Looking at events through child eyes, Christiane says -

'Our ship was a large one, specially fitted out for emigrants of whom there were no less than 300. (Ed. 280 passengers is the correct figure)



Typical three masted ship

Along the side of the 'between' deck were double cabins, each of which accommodated four people; to give privacy these cabins were curtained off. On the whole 'between' decks there was not a stick of furniture, travelling trunks containing the necessary clothing acted as tables. Our crockery consisted of a wooden basin, 16" wide and 6" to 8" high. This basin had a small ring attached so that it could be hung away, or if perchance the contents were very hot and the ship commenced to roll, it could be drawn along the floor to avoid the owner being scalded.

All utensils otherwise were made of tin. Tin buckets were used for bulk tea or coffee and drinking vessels consisted of small pannikins. To this day I cannot understand how we managed with so few utensils.'

Food seems to have been tolerable if not always attractive. There was a reasonable vegetable content. Meat also was in ample supply though frequent washing in salt waters seems to have been necessary to maintain it in edible condition.

Christiane continues -

'The days passed quietly and without any grumbling or complaining, everyone being resigned to the inevitable. I did not notice any quarrelling or fighting on the whole voyage. Possibly the reason for this was that the captain had wisely separated the people from the different countries as much as possible, i.e., the Schlesier (Silesians) were in the bow of the ship, we Saxons in the centre, and those from the different cities such as Berliners and Hamburgers in the rear part of the ship.'

The previous report on the state of the drinking water is taken up and repeated with considerable emphasis by Christiane when she says -

'Water was stored on deck in large barrels which had previously contained beer, wine or vinegar etc., and which naturally gave its peculiar flavour to our tea or coffee. When we got in the vicinity of the equator, the water became stagnant, and positively stank, just at the time when it was most required. However adults and older children managed to survive, but all children under the age of 12 months died and were buried at sea. All washing had to be done in cold water.'

First impressions of Adelaide are described graphically by Christiane -

'As we neared Australia, the captain gave us the choice of landing at either Adelaide or Melbourne, and we decided on Adelaide, reaching that port about Christmas.

We were surprised to see how bare everything looked with only two or three small ships at anchor. At low tide these ships leaned over to such a degree that we wondered that people could walk on deck.'

The passenger list included the following passengers from Silesia and Saxony.

From Silesia

Francis Weikert	Henry Schwarz
Charles Wm Berger	Joh Chr Kirschner
Joh Gottfr Pureman	Joseph Fluder
Charles Ubergang	Joh Karntke
Charles Hoffmann	John Kluge
Louis Krohn	Gottlob Arnold
Elisabeth Kuhn	Fredrick Kauschke
Fred Ludwig	Godfried Bachmann
Charles E Forester	Ferdinand Schlosser
Francis Aug Rangoh	Wm Beer
Wm Swarz	George F Shireman
Samuel Beer	Joh God Gottswald
Chr Godlove Pilz	Chr Semlitzky
Godfried Beer	Charles Hennig
Gustavus Leshke	Godlove Kirkner
Augustus Fritsche	Godfried Geier
Antony Fisher	Charles Hoffmann
Ernest F Neumann	Wm Neumann
Fr Wm Richter	Andreas Samulowsky
Joh Michael	Wm Wiesener
Francis Ims	Albertina Janke
Max Rudolphus Treu	Francis Hera
Joh Geo Scupin	George Bleymeyer
Fred Wm Bice	Rudolph Cumme
Fodor Gogler	Wm Graf
Charles Butz	Theodor Mundelin
Ferdinand Tod	Julius While
Henry Strother	William Strother
Charles Rosenthal	Daniel Iarchow
Martin Schreiber	Alex Philippe
Fred Simon	Augustus Hirsh
Peter Miller	D H Dopking

From Saxony

Michael Deutscher	Joh Fleisher
Peter Andr Deutscher	Joh Godfried Liebe
Andreas Preisker	Godfried Petschel
Peter Preisker	Traugot Preisker
Joh E Kaulvers	Andreas Albert
Chs Petschel	Christian Petschel
Traugot Porsche	Sophia Holtschin
Johanna Preisker	P Hittmann
Maria Preisker	Johanna Gridin
Angenata Heinzen	Chr Gustav Winkelman

Following the listing of passengers, Edward Delius, the shipping agent in Bremen who had organised the voyage, added the following remarks.

'The party from Silesia, forming the first page is desirous of becoming tenants of the South Australia Company having sufficient means to purchase live stock and to pay for temporary buildings and to commence farming. They wish however to pay for the land by instalments in fruits of the field.

The party from Saxony on the second page is similarly circumstanced, and both can be recommended by me as most respectable persons and most especially their leaders, Weikert from Liegnitz and Deutscher from Saxony.

Signed - Edward Delius.'

Edward Delius had gathered the passengers for this voyage, many of them assisted by loans provided by Franz Weikert a wealthy Silesian farmer, who planned to establish a village of Roman Catholic Silesians in the new land. After their departure from Hamburg it became evident that a large percentage of the travelling group were not of the Roman Catholic faith and would not be joining him in his Clare valley project.

It is not known if Gottlob Arnold was included in this group of Silesians who were assisted by Franz Weikert, however it is known that he did not venture to the Clare valley and was not of the Roman Catholic faith.

Another aspect of the voyage that is of interest is the following note added to the List of Passengers.

The Collector of Customs at Port Adelaide on 18 December 1848 reported :

'Two hundred and eighty souls are reported by the master to have arrived here.

By comparing the Master's report with this list (List of Passengers) it would appear that three deaths have occurred amongst the adults and that births have exceeded the deaths amongst the children by three.

Under the provisions of the 2nd section of the British Passenger Act a vessel with the same extent of lower deck viz. 3,750 superficial feet, would have been allowed to carry on this voyage 250 statute adults. Not knowing the number of children under twelve months included in the 280 I cannot state positively that they amount to more than 250 statute adults.

Respectfully submitted,'

Ed. The passenger list shows that 196 adults and 84 children departed from Hamburg but does not indicate the ages of any of the children on board. It would appear that the 'Alfred' may have been overloaded in terms of the British Passenger Act.