

# THE STEAMSHIP GARONNE

## A SHIP AND A LIFE IN TRANSITION

By Steve Clark © 2012 (see endnote - i)

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Part of the enjoyment of family history and genealogy is the opportunity to learn about some facet of general history related to an ancestor's life. In the case of my great-grandfather, Robert William Clark, one such opportunity relates to his migration from England to Australia in 1878 aboard the Steamship Garonne.

Like Robert William Clark, the S.S. Garonne in 1878 was "young" and in "transition". He was not yet 20, she was not yet seven. The year he transitioned from a life in England to a life in Australia, she transitioned from an Atlantic service (England to South America) to a South Indian Ocean service (England to Australia).

The Garonne was a ship in transition in other ways as well. She was iron-hulled, the transition stage between wooden and steel-hulled ships. Her builders outfitted her with traditional masts and sails as well as a modern steam engine for propulsion. Even her means of propulsion was in transition, a single screw (propeller) and compound engine, the transition stage from a side-mounted paddle wheel and boiler to the more powerful and efficient twin screw and triple-expansion engines.

### A One-way Ticket

On September 14, 1878<sup>1</sup>, slightly less than two months before his twentieth birthday, Robert William Clark – born November 11, 1859<sup>2</sup> at Barnard Castle, Yorkshire<sup>3</sup>, and died July 31, 1922<sup>4</sup> – disembarked from the Steamship Garonne at Port Adelaide<sup>5</sup>, South Australia<sup>6</sup> to start his new life. At the time of his voyage, the S.S. Garonne was just six and a half years old, and had just recently begun on the Orient Steam Navigation Company's England-Australia Service.

Anderson, Anderson & Co. in conjunction with Frederick Green & Co. formed the Orient Steam Navigation Company on February 12, 1878 to "*...engage in and develop the steam trade with Australia*"<sup>7</sup>

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<sup>1</sup> "Inspector of Factories Appointed," *The Register*, Vol. LXXXV, no. 22,918, April 22, 1920, pg. 6, col. 6, accessed 15 Aug 2012, <http://nla.gov.au/nla.news-article62622352>, (National Library of Australia).

<sup>2</sup> "Inspector Appointed."

<sup>3</sup> "Inspector Appointed."

<sup>4</sup> "Personal," *Barrier Miner*, Vol. XXXV, No. 10,519, August 1, 1922, pg. 2, col. 4, accessed 15 Aug 2012, <http://nla.gov.au/nla.news-article45579366>, (National Library of Australia).

<sup>5</sup> "Shipping Intelligence," *South Australian Register*, Vol. XLIII, no. 9934, September 16, 1878, pg. 4, cols. 1-3, accessed 12 Aug 2012, <http://nla.gov.au/nla.news-article42991496>, (National Library of Australia).

<sup>6</sup> "Inspector Appointed."

<sup>7</sup> "Abridged Prospectus," *The Railway News*, Vol. 33, (June 1880), May 29, 1880, pg. 739, col. 1, accessed 16 Aug 2012, <http://books.google.com/books?id=bec0AQAAIAAJ&pg=739>.

as well as to compete in the Australian trade against the industry leader, the Peninsular and Oriental Steam Navigation Company (P&O). They created the company's initial fleet for the Australia service by purchasing four ships from the Pacific Steam Navigation Company including the iron screw steamer Garonne.<sup>8</sup>

Prior to her work on the Australian trade, the Garonne ran the Liverpool– South America service for the Pacific Steam Navigation Co.<sup>9</sup> The Garonne, a single screw steamship capable of 12 knots, started her maiden voyage on June 29, 1871 from Liverpool to South America, with stops at Rio de Janeiro, Montevideo and Valparaiso.<sup>10</sup>

## Her Construction

Scottish Ship manufacture Robert Napier and Sons, of Govan on the river Clyde (Glasgow, Scotland) built the Garonne at yard no. 152 for the Pacific Steam Navigation Company. The shipbuilder launched the passenger and cargo ship of 3,876 gross register tonnage (grt), with a length of 382.1 feet and breadth of 41.4 feet, on Saturday, April 22, 1871.<sup>11</sup>

On Thursday, September 28, 1871, the Hokitika, New Zealand newspaper *West Coast Times*, published the following article "Shipping Extracts: The New Steamer Garonne" (a reprint from *European Mail*, dated July 14) describing the newly launched ship;

*The Magnificent new screw steamship Garonne, built in the Clyde [...] arrived in the Mersey [Liverpool] on June 21 [...] an important portion of the steam fleet of vessels owned by this company [Pacific Steam Navigation Company]. The Garonne is impelled by compound engines on the high and low pressure principle, of 600-horse power nominal, but capable of being worked up to 2,500 indicated. She has two cylinders: the low-pressure one is 104 inches and the high-pressure one is 60 inches in diameter, worked with a four-feet stroke. The engines are fitted with surface-condensing and superheating apparatus, and are supplied with all the latest and most favorite improvements. Besides the principal engines above referred to, the Garonne is furnished with four steam-winchs for loading and unloading cargo, and for otherwise assisting in working the ship. She is also supplied with J. D. Napier's patent steam windlass for working the anchors, and with Normandy's patent condensing apparatus, capable of yielding 800 gallons of fresh water per day. She is very strongly framed, and braced on each deck from stem to stern; and for further security and strength she is divided into seven water-tight compartments by strong iron bulkheads reaching from the keel to the main deck. She is barque-rigged and from the length of*

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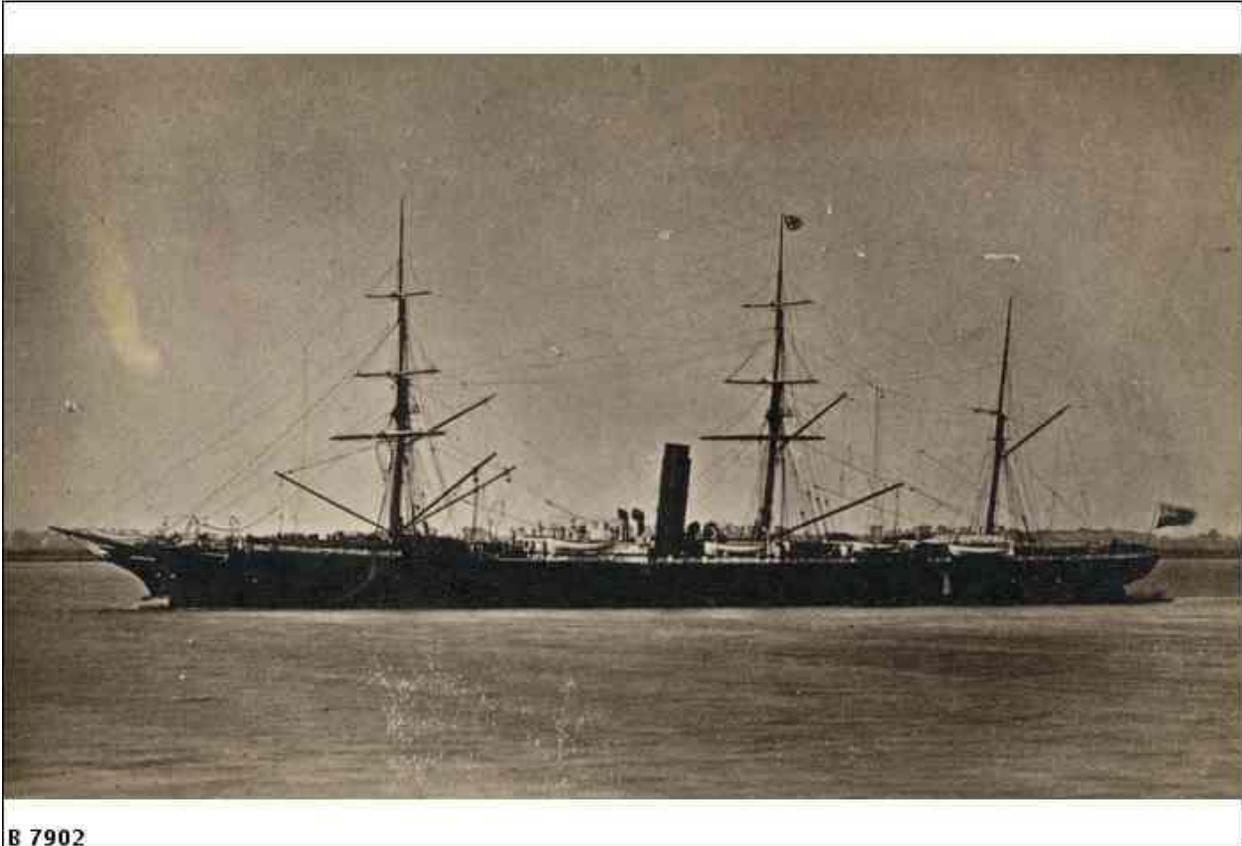
<sup>8</sup> David M. Williams, "Market Pressures and Innovation: The Orient Steam Navigation Co. and the Development of Pleasure Cruising, 1888-1900," *The Northern Mariner/Le Marin du nord*, Vol. X, no. 4, (October 2000), pgs. 1-2, accessed 15 Aug 2012 [http://www.cnrs-scrn.org/northern\\_mariner/vol10/tnm\\_10\\_4\\_1-12.pdf](http://www.cnrs-scrn.org/northern_mariner/vol10/tnm_10_4_1-12.pdf), (Canadian Nautical Research Society / Société canadienne pour la recherche nautique)

<sup>9</sup> David M. Williams, "Market Pressures," pg. 2.

<sup>10</sup> Stuart Cameron, "S.S.Garonne," *Clydebuilt Ships Database*, Bruce Biddulph, ed., accessed 12 Aug 2012, <http://www.clydesite.co.uk/clydebuilt/viewship.asp?id=8636>.

<sup>11</sup> Stuart Cameron, "S.S.Garonne."

*spars carries a large spread of canvass. The passenger accommodation of this splendid ship is of the most admirable description, that for first-class passengers being superb in the extreme. The bath, closet, and other sanitary provisions are ample throughout the ship, and they are all easily accessible, yet all of them are secluded, and in every respect perfect, On her trial trip the Garonne obtained an average of 13 knots.<sup>12</sup>*



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**Figure 1:** The Steamship Garonne. <sup>(see endnote – i)</sup>

F. C. Gould, photographer, "S. S. 'Garonne'," ca. 1900, accessed 16 Aug 2012, <http://images.slsa.sa.gov.au/mpcimg/08000/B7902.htm>, (State Library of South Australia – B 7902).

## A New Start

Starting in 1874, with the financial challenges due to an over-reaching Liverpool-South America service, the Pacific Steam Navigation Company was willing to part with excess capacity in the form of four ships from its fleet, including the Garonne.<sup>13</sup>

Once formed on February 12, 1878, using the ships it acquired from the Pacific Steam Navigation company, the Orient Steam Navigation Company's first sailing for Australia was less than one month

<sup>12</sup> "Shipping Extracts: The New Steamer Garonne," *West Coast Times*, No. 1871, September 28, 1871, pg. 2, cols. 1-2, accessed 15 Aug 2012, <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&d=WCT18710928.2.3.2>, (National Library of New Zealand).

<sup>13</sup> David M. Williams, "Market Pressures," pg. 2.

later on March 7, 1878. Thereafter the company kept ships going to Australia at intervals of one ship per calendar month through the balance of 1878.<sup>14</sup> The book, *Bibliography of Australia: Volume VI*, first entry under “Loftie, W. J.,” states “... for the voyage between England and Australia [...] On 7th March, 1878 the Garonne left London flying the new flag of the Orient Steam Navigation Co., Limited.”<sup>15</sup>

The article titled “The S.S. Garonne” in the Rockhampton, Queensland newspaper *The Morning Bulletin*, dated May 9, 1878, describes the Garonne’s first voyage to Australia taking 41 days, under the command of Captain de Steiger;

*“Another of the splendid vessels of the Orient line arrived [at Rockhampton] from Plymouth on Saturday [May 4, 1878], via the Cape of Good Hope [South Africa], Adelaide, and Melbourne. Like the other steamers employed on the Cape route, she is remarkable for splendid fittings and conveniences for the comfort of passengers. The Garonne had been laid up for some three years [since about 1875, while under the ownership of the Pacific Steam Navigation Company], when it was determined by her owners [Orient Steam Navigation Company] to send her to Australia, and within a week she was ready for sea. She was built and engined by Messrs. Napier and Co. Her dimensions are – 382 feet long, 41 feet beam, depth of hold 35 feet. The engines are compound, with inverted cylinders and surface condenser, and are of 3000-horse power. Steam is applied to the steering gear, winches, &c. Prior to arrival at Adelaide, Captain de Steiger was presented with a purse of fifty sovereigns, for the purchase of a piece of plate, as a souvenir of the pleasant passage. A different course of procedure has been adopted on the present voyage, and instead of calling in at St. Vincent for supplies of fuel and fresh provisions, the Garonne put in at the Cape [of Good Hope, South Africa], where a stay was made of two days twelve hours, and 1000 tons of coal taken in. This arrangement, it is said, is likely to be permanent, and the Cape people are jubilant accordingly. Concerning the voyage, Captain de Steiger reports leaving London on the 6th ultimo [March, 1878], and Plymouth on the 8th, Teneriffe [Canary Islands] being sighted on the 13th. The Equator was crossed on the 19th in longitude 8-17 W., and on the 30th [March, 1878] the steamer anchored in Table Bay [Cape Town, South Africa]. Some good steaming was done north of the line [the equator], and from the 11th to the 19th [March, 1878] she logged over 300 miles each day. After coaling, and taking in a quantity of live stock and other necessaries, the Garonne left the Cape on the 1st instant [April, 1878], and some excellent going was accomplished in crossing the Southern [Indian] Ocean, the best day’s work being 341 miles. Cape Borda [Kangaroo Island, South Australia] was made on the morning of the 21st instant [April, 1878], and in the evening of the same day the steamer was anchored at Port Adelaide, 44 days out from Plymouth. If from this be taken the detention at the cape, it will be seen that the steaming time at sea was only a little over 41 days – not very bad work,*

<sup>14</sup> “Abridged Prospectus.”

<sup>15</sup> John Alexander Ferguson, *Bibliography of Australia: Volume VI. 1851-1900 H-P*, (Facsimile reprint, Canberra: National Library Australia, 1977; Originally published, Sydney: Angus & Roberson, 1965), pg. 463, accessed 17 Aug 2012, <http://books.google.com/books?id=epQy-bymzRwC>.

*considering that the Garonne was only five days in getting ready for sea after some years' inactivity."*<sup>16</sup>

Despite a successful initial voyage, Captain de Steiger's luck did not hold on the return trip via the Suez Canal. The Garonne left Port Adelaide at midnight on May 14, 1878, steaming across the Indian Ocean towards the Horn of Africa, with the intention to enter the Red Sea, and steam towards the recently opened Suez Canal. At about 10:00 pm, on June 6, 1878, the Garonne ran aground in the South Bay of Ras Hafun on the east coast of Africa, approximately 22 miles west of the east most point of Ras Hafun. Over the next two days, efforts were made to refloat the Garonne but with no success. On June 8, a long boat manned by the ship's crew and six passengers put ashore to determine what resources would be available if necessary. While attempting to return to the Garonne, the long boat capsized and two passengers drowned. After dumping about 150 tons of cargo, the Garonne refloated on June 9, and ultimately made its way back to London.<sup>17</sup>

On July 12, 1878, the British Board of Trade held a formal investigation into the matter at Westminster. The court found that the stranding of the Garonne was due to the negligence of her Captain, Rowland de Steiger. As punishment, the court suspended his master's license for six months.<sup>18</sup>

Because of the grounding of the Garonne in June and subsequent suspension of the Captain's license in July, when the Garonne set out for Australia in August with Robert William Clark aboard, she was under the command of a new Captain, William Fredrick Owen.<sup>19</sup> Besides her captain, the Garonne had a crew of over 100 on that voyage, including officers, servants, cooks, bakers, butchers, engineers, firemen and trimmers.<sup>20</sup>

## Her Accommodations

The Garonne provided for 72 first-class, 92 second-class and 265 third-class passengers.<sup>21</sup> In 1888, fares from London to ports of call of the line in Australia were graduated by class – £52.10.0 and up for first-class, £30 and up for second-class, and £16.16.0 and up for third-class.<sup>22</sup> In addition, the Orient Steam Navigation Company allowed first-class passengers to bring 40 cubic feet of baggage with each

<sup>16</sup> "The S.S. Garonne," *The Morning Bulletin*, Vol. XXI, No. 3152, May 9, 1878, pg. 2, col. 1, accessed 17 Aug 2012, <http://nla.gov.au/nla.news-article52398276>, (National Library of Australia).

<sup>17</sup> Board of Trade, "Wreck Report for 'Garonne', 1878", No. 293., pg. 261, accessed 12 Aug 2012, <http://www.plimsoll.org/resources/SCCLibraries/WreckReports/14295.asp>.

<sup>18</sup> Board of Trade, "Wreck Report," pg. 261.

<sup>19</sup> "Garonne," *Mariners and Ships in Australian Waters*, scan of original ship's manifest, accessed 12 Aug 2012, <http://mariners.records.nsw.gov.au/1878/09/scan.asp?filename=080gar.jpg>, (*State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; SRNSW: NRS 13278, [X141-142] Reel 438*).

<sup>20</sup> Tamea Willcocks, transcriber, "Garonne," *Mariners and Ships in Australian Waters*, transcription of ship's manifest, 2002, accessed 12 Aug 2012, <http://mariners.records.nsw.gov.au/1878/09/080gar.htm>.

<sup>21</sup> Lionel Arthur Gilbert, *The Little Giant: The Life & Work of Joseph Henry Maiden, 1859-1925* (Sydney: Kardoorair Press, 2001), pg. 379, accessed 16 Aug 2012, <http://books.google.com/books?id=PY4PAQAAMAAJ>.

<sup>22</sup> W. J. Loftie, ed., *Orient Line Guide: Chapters for Travellers by Sea and by Land* (London: Maclure & Co., 1888), pg. xxxii, accessed 16 Aug 2012, <http://books.google.com/books?id=LwgPAAAAQAAJ>.

adult; second-class passengers 20 cubic feet each adult; and third-class passengers 15 cubic feet each adult.<sup>23</sup>

A shipping advertisement “Orient Line of Steamships, for London”, in the November 19, 1878 Christchurch, New Zealand newspaper *The Press*, quotes return fares to London via the Garonne “Fares: First saloon [first class], 60 to 75 guineas; second saloon [second class], 35 guineas; third class (enclosed cabins), 20 to 22 guineas; open berths, for men only, 16 pounds.”<sup>24</sup>

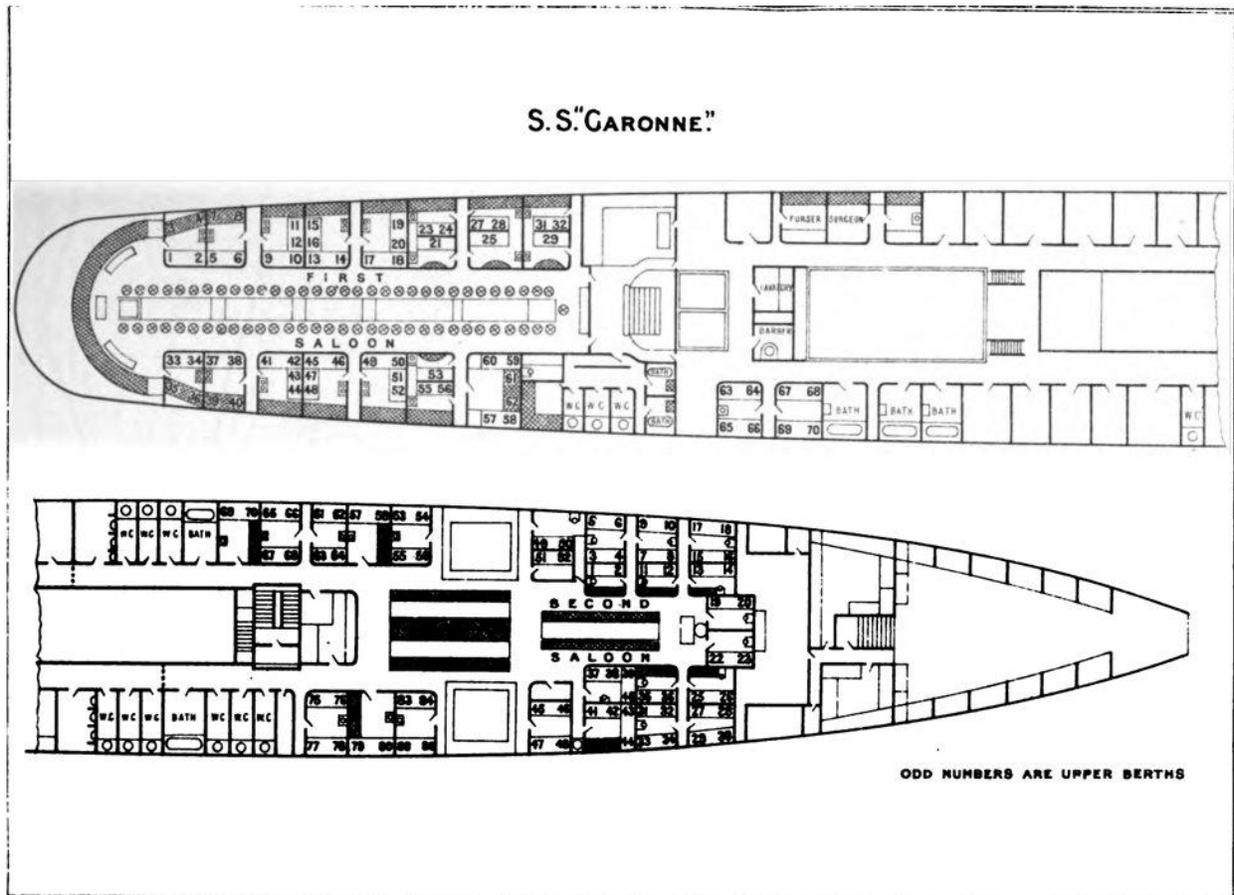


Figure 2: Deck plan of the Steamship Garonne. (see endnote – i)

W. J. Loftie, ed., *Orient Line Guide: Chapters for Travellers by Sea and by Land* (London: Maclure & Co., 1888), pg. 283, accessed 16 Aug 2012, <http://books.google.com/books?id=LwgPAAAAQAAJ>.

## Her Passengers

In a September 14, 1878 article, titled “Immigrants to Arrive,” the *South Australian Register* lists 40 names of “single men”, with ages and occupations as “Per Garonne, which sailed from London on July 30,

<sup>23</sup> W. J. Loftie, ed., *Orient Line Guide*, pg. xxxiv.

<sup>24</sup> “Orient Line of Steamships, for London,” *The Press*, Vol. XXX, No. 4,154, November 19, 1878, pg. 1, col. 2, accessed 16 Aug 2012, <http://paperspast.natlib.govt.nz/cgi-bin/paperspast?a=d&d=CHP18781119.2.2.2>, (National Library of New Zealand).

*and may be hourly expected...*" The seventh name listed is R. Clark, 20, whose occupation is joiner, one of seven joiners named in the article.<sup>25</sup>

Although it is unknown what class Robert William Clark booked on the Garonne in 1878, it is unlikely to be first- or second-class. The September 16, 1878 edition of the *South Australian Register*, announced the arrival of the Garonne in Port Adelaide in its "Shipping Intelligence" column. The article goes on to list "... *Passengers for Adelaide ... in the saloon ... [and] in the second saloon,*" by name, and Robert William Clark is not among them. The article goes on to mention that "... *40 immigrants and 21 in the third class and steerage.*" also disembarked at Port Adelaide.<sup>26</sup>

It is likely that the group of 40 immigrants noted in this column is the same list of 40 single men named in the "Immigrants to Arrive" article. It is also highly likely that the individual R. Clark is in fact Robert William Clark.

The "Shipping Intelligence" column goes on to list first- and second-class passengers by name who were destined "*for other colonies*" and notes there were an additional 247 third-class passengers.<sup>27</sup> Based on this article, including Robert William Clark, the Garonne carried a total of 453 passengers on her second voyage to Australia – 73 first-class (8 for Port Adelaide, 65 for other ports), 72 second-class (9 for Port Adelaide and 63 for other ports) and 308 third-class passengers (61 for Port Adelaide and 247 for other ports).

## The Voyage

The Garonne's departure dates were "*from London, July 29, Plymouth August 1, Table Bay August 25*" arriving at Port Adelaide, Saturday, September 14, 1878.<sup>28</sup> This roughly aligns to the timeframes of her first voyage to Australia – two days from London to Plymouth, 21 days from Plymouth to Table Bay (assumes a three and a half day lay-over in Table bay), and 21 days from Table Bay to Port Adelaide. It is unknown in which English port Robert William Clark boarded the Garonne, but since he was from northern England, it is reasonable to assume it was London. If so, he would have been at sea for 44 days.

The "Shipping Intelligence" column of the *South Australian Register* under the sub headline "Miscellaneous" provides additional details of this journey of the Garonne;

*"The Garonne, of the Orient Line, arrived [Port Adelaide] in due course on Saturday [September 14, 1878], having made another passage via the Cape [of Good Hope, South Africa] tending to establish the reputation of the vessels [of the Orient Steam Navigation Company] for high steaming power as well as excellent endurance. She left Plymouth [England] on August 1, [1878] and but for a couple of days detention at the Cape for purposes of coaling the engines have kept up their work most uniformly, the result being that from Plymouth to the Cape the speed reached*

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<sup>25</sup> "Immigrants to Arrive," *South Australian Register*, Vol. XLIII, No. 9933, Supplement, September 14, 1878, pg. 2S, col. 3, accessed 18 Aug 2012, <http://nla.gov.au/nla.news-article42993139>, (National Library of Australia).

<sup>26</sup> "Shipping Intelligence," *South Australian Register*.

<sup>27</sup> "Shipping Intelligence," *South Australian Register*.

<sup>28</sup> "Shipping Intelligence," *South Australian Register*.

11 ½ knots per hour. When last here [Port Adelaide] she was commanded by the old colonial trader Captain de Steiger, but the accident to the ship on the home voyage caused him to be superseded, and in his stead Captain Owen has charge. The captain is in high favour with the passengers, as is evidenced by the flattering testimonials presented to him on arrival. Their good-will has also been secured by the purser, Mr. Hay, and the other officers of the vessel. The Garonne not only brings a lot of passengers but cargo for all the ports and besides this she has some valuable horse stock on board. Some ostriches from the Cape are the property of Captain Wilson, a gentleman who has been Port-Captain there for a number of years but who now seeks fresh field and pastures new in South Australia, and intends starting an ostrich farm in the colony. The Garonne was detained at the Cape by a strong south-east gale, which blew with such violence that she was delayed some three days before the coaling was finished. Captain Owen reports leaving Plymouth on August 1 [1878] at 2:30 p.m. During the first two or three days very fine weather prevailed, but afterwards strong head winds marked the passage to the Cape, where she arrived on Thursday, the 22nd [August, 1878] making the first stage of the passage in 20 days 22 hours. Then there occurred the detention in coaling, which was only completed on Sunday afternoon [August 25, 1878], when at 5:30 p.m. she sailed. Directly after leaving she encountered a fresh gale accompanied by a heavy tumbling sea, which continued for some time, but subsequently very fine weather marked the vessel's progress. From England to the Cape Miss Ada Ward, the actress, was a passenger, but she there met with an engagement, which will detain her till the following vessel of the same line. Mr. Champion, who has been absent on a visit to the old country for a few months was a passenger by her. The Garonne was signaled on Saturday morning [September 14, 1878], and the boarding officers made a long start and had an excellent offing. The steamer shaped a course directly for the boat, and stopped in so good a position that there was none of the customary delay in boarding. The South Australian mails were first passed along, and then those for Victoria and New South Wales were put into the boat ready for transshipment to the South Australian, which steamer was advertised to start at 3, and reached the roads in due course, and not only took on board the mails above alluded to, but remained a short time while a couple of passengers were transshipped. The Garonne had no sooner delivered her mails than with Pilot Walsh in charge she turned ahead on a cruise outside the Wonga Buoy, and then demonstrated most practically how well vessels could be moored in Largs bay [Port Adelaide]. Passing from the heavy sea running in 11 fathoms of water, where she was first boarded, the steamer went into comparative quiescence, and when at anchor there was little trouble in visiting her. Mr. Duffield, the Immigration Agent, was in early attendance to take the muster of the Government immigrants on board, who were transshipped to the steam-tug and conveyed to the Port. The work of discharging cargo was early entered on, but Sunday intervening operations were suspended until Monday morning, when the remainder of the cargo would be transshipped. Sunday proved a boisterous day or doubtless some strangers might have been induced to visit a vessel the proportions and apartments of which are well worth seeing."<sup>29</sup>

<sup>29</sup> "Shipping Intelligence: Miscellaneous," *South Australian Register*, Vol. XLIII, no. 9934, September 16, 1878, pg. 4, col. 2, accessed 12 Aug 2012, <http://nla.gov.au/nla.news-article42991496>, (National Library of Australia).

It is possible that Robert William Clark knew an actress was on board the Garonne, and may have possibly seen her, but it is much more likely, especially if he was in third-class to have seen the ostriches, or at least been aware that live stock was on board.

It is also possible that Robert William Clark was one of the Government immigrants whose arrival in Port Adelaide was met by the Immigration Agent, Mr. Duffield. If so, this implies that Robert William Clark immigrated to Australia under a government-assisted program, meaning the government financed his passage – a not uncommon practice of the 1800s designed to bring skilled labor to Australia.<sup>30</sup>

## Her Later Years

The Garonne's first voyage to Australia was in April 1878, and her last voyage to Australia, before she began to operate as a cruise ship was in July 1889.<sup>31</sup> The Garonne was one of the pioneering ships for the Norwegian fjord holiday-cruise industry.<sup>32</sup>

In her later years, her ownership passed to V. Porter of Liverpool, England, in 1897, who turned around and sold her in the same year to F. Waterhouse of Seattle, Washington State,<sup>33</sup> for use during the Alaska gold rush.<sup>34</sup> Two years later in 1899, the American government used her as a troopship during the Spanish-American war.<sup>35</sup> In 1905, she met her ultimate fate – to be scrapped in Genoa.<sup>36</sup>

## His Later Years – A Genealogical Summary

1. **ROBERT WILLIAM CLARK** (Thomas, Jr.<sup>A</sup>) was born 11 November 1859<sup>37</sup> at Barnard Castle, Yorkshire<sup>38</sup>, and died 31 July 1922.<sup>39</sup> He was the son of Thomas Clark, Jr. and Mary Anne Simonetta.<sup>40</sup> Prior to his immigration to Australia, he worked for the Midland Railway Company in Leeds, England. On 14 September 1878, he arrived in Port Adelaide aboard the Steamship Garonne. Once in Australia, he worked for the Mellor Brothers in Franklin Street. Next, he worked for the South Australian locomotive department and based successively at Port Wakefield, Beachport and Naracoorte. He was primarily a carriage builder.<sup>41</sup>

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<sup>30</sup> Adelaide Proformat, "Understanding SA Shipping Records 1," *Proformat News*, ISSN 1833-9514, No. 31, September 2008, accessed 18 Aug 2012, <https://www.jaunay.com/newsletter/newsletter31.html>.

<sup>31</sup> "A Man Carrying a Large Christmas Pudding, from a Menu from the Orient Line's SS Garonne," PortCities London, accessed 17 Aug 2012, <http://www.portcities.org.uk/london/server/show/conMediaFile.4036/A-man-carrying-a-large-Christmas-pudding-from-a-menu-from-the-Orient-LinesSS-Garonne.html>.

<sup>32</sup> Stuart Cameron, "S.S.Garonne."

<sup>33</sup> Stuart Cameron, "S.S.Garonne."

<sup>34</sup> "A Man Carrying," PortCities London.

<sup>35</sup> "A Man Carrying," PortCities London.

<sup>36</sup> Stuart Cameron, "S.S.Garonne."

<sup>37</sup> "Inspector Appointed."

<sup>38</sup> "Inspector Appointed."

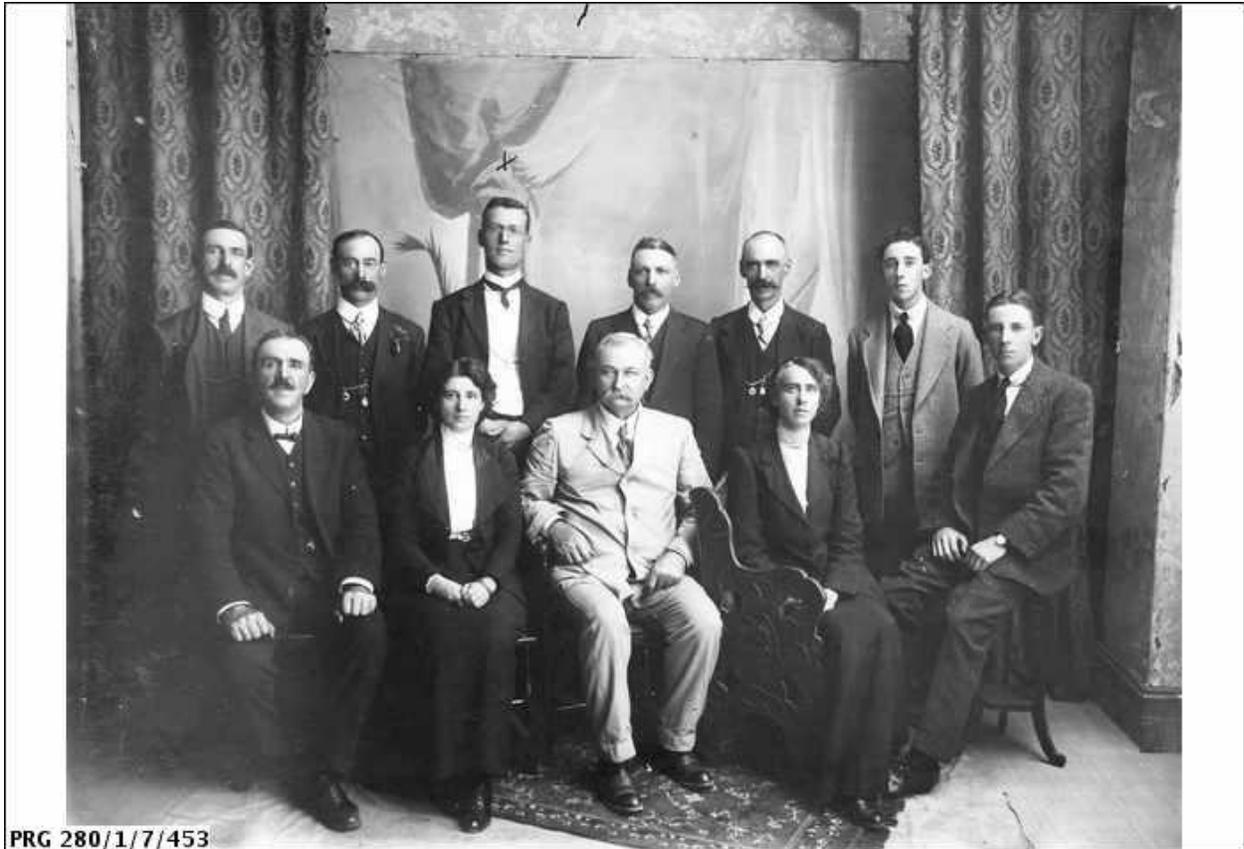
<sup>39</sup> "Personal," *Barrier Miner*.

<sup>40</sup> Wendy Baker, *Leaves on the Tree: Part 1 – Bridging the Gap, The Story of the Clarks*, (self-published: 2012), pg. 1.

<sup>41</sup> "Inspector Appointed."

Robert William Clark married **ANNIE JANE MCEWEN SMITH**, daughter of John Henry Smith and Sarah Hinde, at Beachport, South Australia on 10 January 1881. She was born about 1861, died 30 March 1893, and buried in the Naracoorte Cemetery.<sup>42</sup>

On 10 June 1901, Robert William Clark was appointed an Inspector of Factories. On 1 July 1911, he made Senior Inspector.<sup>43</sup> By 11 December 1919, after the death of J. Bannigan, the Chief Inspector of Factories, he was appointed Acting Chief, while the government began a search for a permanent replacement.<sup>44</sup> On 21 April 1920, the Executive Council formerly made him Chief Inspector of Factories.<sup>45</sup>



**Figure 3:** Robert William Clark (sitting, front row, far left).<sup>(see endnote – i)</sup>  
 “Studio view of nine men and two women,” A studio portrait of the South Australian Chief inspector of Factories and his staff. Standing, left to right: Inspectors W. E. Ellis; T. G. Ward; J. E. Searcy (Chief Clerk); W. S. Hamilton; J. T. E. Foote; S. P. Bannister (Clerk). Sitting, left to right: Senior Inspector R. W. Clark; Inspectress L. Bosanko; Chief Inspector J. Bannigan; Inspectress I. O. MacGillivray; G. E. Anderson (Junior Clerk), ca.1913, accessed 18 Aug 2012, [http://images.slsa.sa.gov.au/searcy/07/PRG280\\_1\\_7\\_453.htm](http://images.slsa.sa.gov.au/searcy/07/PRG280_1_7_453.htm), (State Library of South Australia – PRG 280/1/7/453).

<sup>42</sup> Wendy Baker, *Leaves on the Tree*, pg. 2.

<sup>43</sup> “Inspector Appointed.”

<sup>44</sup> “Concerning People” *the Register*, Vol. LXXXIV, No. 22,805, December 11, 1919, pg. 6, col. 9, accessed 18 Aug 2012, <http://nla.gov.au/nla.news-article63118866>, (National Library of Australia).

<sup>45</sup> “Inspector Appointed.”

The five children of Robert William Clark and Annie Jane McEwen (Smith) Clark were:

- 2 i. **EMILY OLIVIA CLARK**, born 15 February 1883, and died 2 April 1909.<sup>46</sup>
- 3 ii. **THOMAS HUTCHINSON CLARK**, born 30 May 1885,<sup>47</sup> and died 6 June 1918 in Long Island College Hospital, Brooklyn, New York.<sup>48</sup> In 1904, he migrated to New York and by 1910, he was married to Caroline Van Pelt.<sup>49</sup> They had five children.<sup>50</sup>
- 4 iii. **HERBERT HINDE CLARK**, born 15 May 1888. He married Ruby Gladys Moore in Christ Church strathalbyn, on 2 July 1919. They had two children.<sup>51</sup>
- 5 iv. **ADA CLARICE CLARK**, born 8 December 1890, and died 3 July 1962.<sup>52</sup>
- 6 v. **WILLIAM CLARENCE CLARK**, born 6 January 1893, and died 4 August 1947. He married Ellen Jane and had two children.<sup>53</sup>

## Conclusion

Transitions whether for a ship or an individual, are part of life, and like anything in life, they can provide opportunities to learn. Learning about the transition of my great-grandfather, Robert William Clark, from a life in England to a life in Australia, provided an opportunity to learn about the steamship Garonne – a ship in transition both in her own history, and as part of the general history of shipping.

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<sup>46</sup> Wendy Baker, *Leaves on the Tree*, pgs. 2-3.

<sup>47</sup> Wendy Baker, *Leaves on the Tree*, pg. 2.

<sup>48</sup> State of New York, Department of Health of the city of New York, Bureau of Records, Certificate of Death, Thomas H. Clark, Registered no. 12997.

<sup>49</sup> "United States Census, 1910," Thomas H Clark, Troy Ward 13, Rensselaer, New York, index and images, FamilySearch, accessed 23 July 2012, <https://familysearch.org/pal:/MM9.1.1/M5SF-TGD>.

<sup>50</sup> Personal knowledge, Steve Clark.

<sup>51</sup> Wendy Baker, *Leaves on the Tree*, pgs. 2, 4 & 8.

<sup>52</sup> Wendy Baker, *Leaves on the Tree*, pgs. 2 & 4.

<sup>53</sup> Wendy Baker, *Leaves on the Tree*, pg. 2.