



South Australian records prior to 1841 by E. A. D. Opie. to 1841.

ASIA 523t o.m., 3 mast ship rig, later 3 mast barque, B.1815 Calcutta, 122'3"x30'10"x5'10" tween decks, T.Oldfield, London. Arrived 16 July 1839 from London, Capt. Benjamin Freeman (*Register* 27 July 1839), 120 migrants. Arrived 18 February 1850 from Plymouth 24 October 1849, Capt. Roskell (*Register* 19 February 1850), On this voyage rescued the crew from the P&O vessel PANDORA when it was sinking in the Bay of Biscay and took them into Madeira. Arrived 1 September, from London, and Southampton 12 May 1851, Capt. Roskell (*Register* 3 September 1851). This vessel made a number of convict voyages to Australia from 1827. N.B. owners now Hall & Co., London.

Extract from 'Doctor George Mayo's Diary'

A record of his journey as Ship's Surgeon aboard the 'Asia' 1839
London, England to Adelaide, South Australia

Reference: Mortlock Library of South Australiana - D.3645 (L)

Die Solis (Sunday) July 14

Just after midnight from not having steered high enough during the day, unable to weather Cape Borda of Kangaroo Island & our Captain being nearly drunk with Brandy could hardly be persuaded it was land & would have run us on the "breakers" if it had not been for Cap Duff, we then went about & he was such a fool as to try to weather the Cape again in an hour & again very nearly ran us aground, by that time we had drifted so much to leeward, that without a shift of wind we could not weather the Cape. Wind N.W. An awful squall of hail at noon, & soon after of rain accompanied with a shift to West of wind. Ship put about & after much trouble & anxiety weathered "Cape Borda" at 6 P.M & when it bore to us S.S.E. we headed E.N.E. Captain Freeman looks sheepish after last nights folly. No Prayers today. If the wind had not shifted to the West our situation would be very unpleasant. The old "Asia" when close hauled goes as much to leeward as ahead. Wind now South going 7 knots Kangaroo Island abeam now 10 P.M.



EMIGRATION TO SOUTH AUSTRALIA.

THE vessel selected for our transportation was the barque Asia, of about 500 tons, commanded by Capt. Freeman; a strong teak-built ship.

Extract from Henry Hussey 'Colonial Life and Christian Experience' (1897)

*After we had been at sea upwards of four months and a-half we were told that we would sight land in a day or two, which was really good news, as we had not seen such a sight since leaving England. This announcement was followed by something like a carousal, and at the critical time of all others when those in command ought to be in a position to navigate the vessel, they were totally unfit to do so. After sighting land, the course steered actually **took us** soon after dark **within a short distance of the rocks off Cape Borda, so near that the breakers could be seen and heard.** Seeing the imminent danger to which we were exposed, Capt. Duff and my father took upon themselves to have the vessel's course altered with all possible speed, and after a few moments of painful suspense the ship was put about, and was headed seaward again. After daylight next morning we made for Investigator Straits, and had the pleasure of sailing along Kangaroo Island, which was in sight nearly all day. Next morning we sailed up the Gulf, and, as it was the middle of July, the land in sight looked at its very best.*

The Rocks of Cape Borda

Photo - Peter Cathery



Photo - Peter Cathery



This perilous coastline is what the 'ASIA' only just avoided being wrecked upon, when it sailed into Investigator Strait passing Cape Borda, Kangaroo Island on 14th Jul 1839.