"The Hope put to sea at the end of October or beginning of
November 1821, but was caught in a violent storm. The passengers
saw ships perish and all their crews drowned within a cable's length
of them. The Hope lost her anchors and was so disabled that she had
to run into Ramsgate Harbour. The Ship was overhauled, and it was
found that she was overloaded and carried more passengers than her
tonnage allowed. The passengers discovered that the provisions were
bad and that the ship was scarcely seaworthy. There was a bitter
controversy between the passengers and the owner. Sir William Curtis
took up the passengers' cause, and through his representations the
Lords of the Admiralty caused the ship to be seized and taken back to
Deptford, and the captain and owner to be exchequered in heavy penalties, the money to be applied in conveying the passengers in another
ship. The Board of Customs held an enquiry, but the charges against
the owner were not established, and the ship was released, and it
appears that the owner received some compensation for her detention.
Through the exertions of Sir Joseph Butterworth, a Wesleyan member of
the House of Commons, the Government was induced, in consideration of
the hardship of the case, to provide another ship to carry the passengers to their destination.

"After a delay of five months, on 20th April 1822 the
passengers continued their voyage in the barque Heroine, Captain
Ostler. On the 23rd. the ship anchored in the Downs, and sailed on
the 28th. The Heroine was a large and better vessel than the Hope
and had a poop deck. She was 400 tons. Among the other passengers
were George Carr Clark afterwards the owner of Ellenthorp Hall (Ross)
and Mr. Palmer, the Revd. George Clarke and his wife, who were on t.
way to New Zealand under the auspices of the Church Missionary Society.
The original passengers in the Hope, in addition to the Mathers were
Mr. J. B. Walker's account gives a list which includes Henry
Peter Degraves, his wife and family, the Revd. Mr. Brooks, Lieutenant
Steele R. N., his wife and two children, John Dunn with his wife and one
son John, James Turnbull and John Walker who were both natives of the same
village near Kelso. These passengers with the exception of the Degraves
and Mr. Brooks, went in the Heroine.

The account proceeds as follows:-
On 20th June the Heroine arrived at Rio Janeiro, as was
usual in those days to take in water and fresh provisions. The Heroine
stayed at Rio six days and the circumstances of her leaving were so
peculiar as to lead to the inference that the Captain had got involved
in some smuggling transaction which he feared might bring him into
trouble. It seems that Mr. Mather and some of the passengers, some 17
in all, had got leave to go on shore for a couple of hours on some
business, being assured that the vessel would not leave before noon.
They had hardly reached the shore, however, when the Captain hurriedly
got up the anchor and shortly after 8 in the morning put to sea. The
dismay and distress of the unfortunate wives may be imagined when the
ship had got 12 miles from the harbour and the Captain seemed resolved
to hold to his course. Their entreaties to him either to put back or
send a boat for the passengers were disregarded. To add to their
terrors a violent storm came on in the evening and the ship was in
imminent danger. The scenes on board were distressing, women in hysteric
from grief for their husbands and partly from terror at the storm.
Meanwhile, the passengers who had been left behind, on coming down to the shore had been dismayed to find the vessel gone. They immediately went to the British Consul, who applied to the Commander of a British Man O'War which lay in the harbour. The Commander manned his cutter and sent her after the ship. The storm prevented the cutter reaching her, but it drove the ship back to the harbour for shelter so that by 9 o'clock the next morning the cutter was able to put the deserted passengers on board. But the miseries of the voyage were not over. Soon after leaving Rio, for some unexplained reason, the Captain ordered the hatches to be battened down for nearly the whole of the rest of the voyage, some 10 or 12 weeks, unhappy passengers were kept below deprived of air and even of daylight in a foul and stifling atmosphere, with at best the light of a dim oil lamp which did not allow of their reading and frequently in absolute darkness. At length, however, on the 10th. September 1822, after a voyage of 20 weeks, the Heroine anchored in the Derwent, and their sea troubles came to an end.

At that time there were no wharves at all in Sullivans Cove. The water washed the beach at the foot of the Government House Garden which came down in a steep slope all round where the Custom House now is, and round the old Wharf was open land. Vessels lay out in the stream and passengers and cargo were put ashore in boats. There was a wooden jetty on Hunters Island which was connected with the main by a causeway on the line of present old wharf. There was also a wooden jetty for boats close to the old Government Bonded Store in Dunn Street. This store stood on the beach. The old Cottage behind the Museum was the Private Secretary's cottage.