

Travelling Trunk



Bought by William Francis Brown, April 1968, from the Smithfield (second hand) Market, Belfast. One of three trunks used for the transportation of household goods, pots, pans, linen etc to Australia.

The Brown Family became part of the Australian immigration policy, which occurred post World War 2. Answering an advertisement in Belfast Telegraph By BHP for skilled tradesmen to work in Whyalla, Frank Brown was a qualified fitter and turner and was accepted. It took approximately 6 months for the family to be processed. The fare was ten pound, a common price charged to immigrants from the British Isles, gaining them the nickname "ten pound tourists". BHP Gave the sponsored family one hundred pound on arrival and deducted repayments over the next two years. At the end of the two years if the family remained in Australia the amount was refunded.

The Brown family left Belfast on the cruise ship Himalaya 19th June 1968 travelling via the Cape York route, landing in South Australia July 21st 1968. The family stayed in a South Australian Hostel for a fortnight. After which they were allocated a Government house in Whyalla. The trunk has followed the Brown family moving from Whyalla to Canberra in 1972. During which time it has stored household linens. Dorothy (youngest daughter) was the last to utilise the trunk to store her childhood memorabilia.



Brown WF
C/O Broken Hill Pro
Whyalla
South Australia
Via Br.....bles
Adelaide

Description:

Flat top trunk: Top opening, 36.cm height x 90cm long x 53cm deep
Main body of trunk constructed of plywood covered with thick cardboard painted navy blue. Top painted black to accommodate new address in white paint. Edges reinforced with metal studded hard vinyl or plastic. Corners reinforced with metal corner caps. One large lock on front, accompanied by two latches, and locating catches either Side of the lock. No key for the main lock. Thick leather handles, and locating catches on both ends of the trunk. Trunk lined with white cotton glued to plywood. No maker's mark can be found.

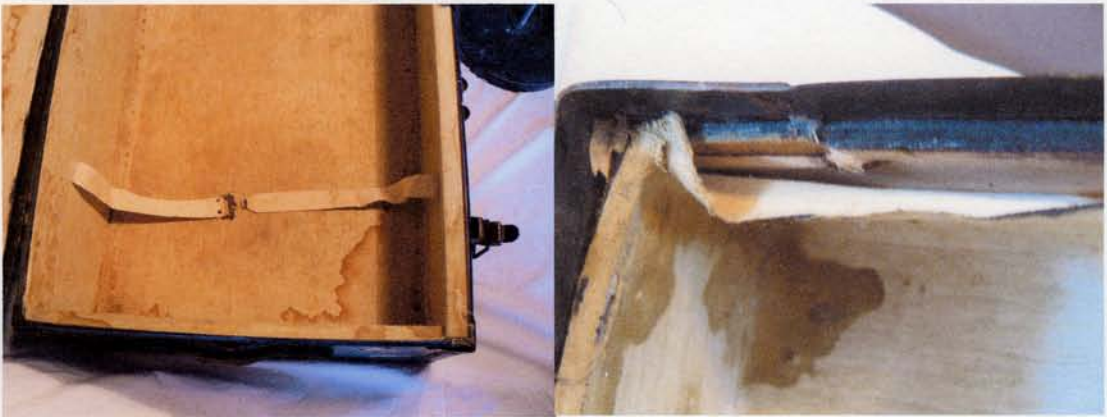


There are four paper stickers (Illustrated) relating to the transport and customs details of the luggage. Front, right, left, right.

Condition:

The trunk has surface rust occurring on the metal areas.

The leather handles are beginning to deteriorate due to being lifted frequently and age. Paper stickers are torn and water stained. The interior has some water staining around corners and edges of trunk. Metal studs have rust and rotted through the lining cotton. Cotton lining has begun to come away around edges of lid and joins (illustrated). Internal luggage strap buckles also have surface rust. Exterior cardboard is beginning to lift and split. This is particularly apparent on base of trunk, with two tears approx 10cm long, where it has been subjected to movement and surface abrasion.



This luggage is unremarkable for its type, possibly a WW2 army surplus footlocker, mass-produced. Readily available at second hand markets during the 1960s due to their high volume post war. Made use of by families travelling OS, as shipping containers where not commonly used for household goods as they are today. There are many similar types of trunks/footlockers available of this vintage. Most likely produced in the 1940s its design is of footlocker or flat top trunk. Trunks mainly of thick wood and metal variety have been around for thousands of years in China and elsewhere, the most common styles seen and referred to today date from the late 18th century to the early 20th Century. These were supplanted towards the middle of the century by lighter weight trunks and luggage still capable of rough handling and wear and tear of travel.

Statement of significance:

This is a trunk used by the Brown family in 1968, to emigrate from Northern Ireland to Australia. Well provenanced, it has historical significance as a typical piece of equipment used by migrants of the time to transport and store their belongings. Navy blue in colour and constructed with plywood and metal locks and latches. It is in fair condition, showing evidence of its use. It is a utilitarian item, which has aesthetic value in its own right. Having symbolic significance to families who have personal and shared memories of travelling to Australia via Ship during the 1960s.

References:

<http://migrationheritage.nsw.gov.au>

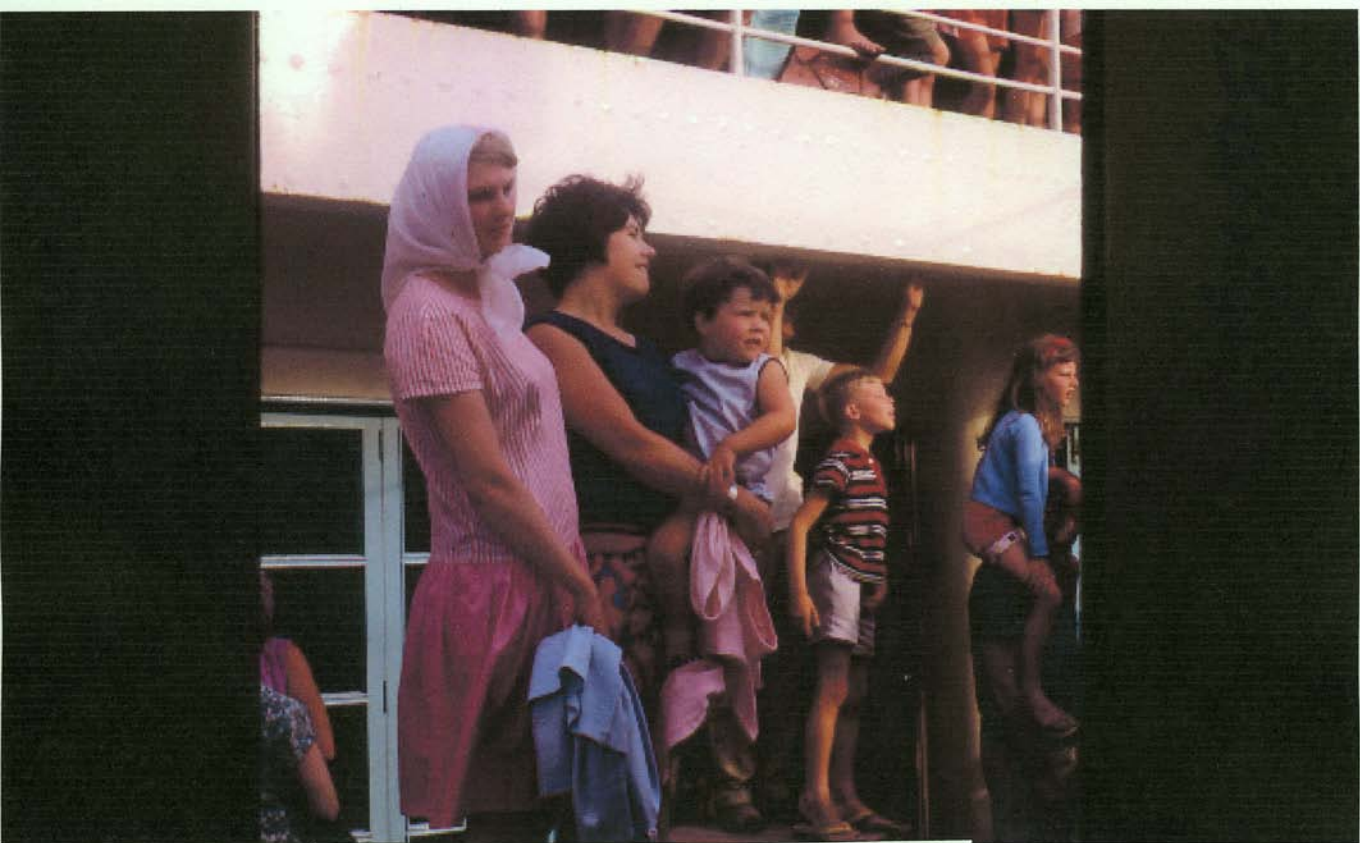
<http://www.wisegeek.com/what-is-a-steamer-trunk.htm>

[http://en.wikipedia.org/wiki/Trunk-\(luggage\)](http://en.wikipedia.org/wiki/Trunk-(luggage))

<http://casahistoria.net/australia-immigration.htm>

<http://sa.gov.au/migration/collections/cultural-diversity/a-keeping.place.pdf>

<http://collectionsaustralia.net/collections>.



Mary and Fiona leaving Belfast 19th June 1968



Peninsular and Oriental Steam Navigation Company

(Incorporated in England with limited liability)

Chief Passenger Office 14-16 Cockspur Street, London, SW1

Orient Steam Navigation Company Ltd

(Incorporated in England)

City Office: Beaufort House, Gravel Lane, London, E1

PASSAGE TICKET *(not transferable)*

Your attention is specifically directed to the conditions and regulations printed on the inside of the covers of this ticket which constitute terms of the contract of carriage.



P&O

ORIENT

LINES

Peninsular and Oriental Steam Navigation Company *(Inc. in England with limited liability)*

Passage Ticket

Orient Steam Navigation Company Limited *(Inc. in England)*

PRINTED IN ENGLAND
FN 244/14554

P & O - ORIENT LINES

Nº1 335648

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY - ORIENT STEAM NAVIGATION COMPANY LIMITED
INCORPORATED IN ENGLAND WITH LIMITED LIABILITY INCORPORATED IN ENGLAND

This ticket is issued subject to the conditions and regulations set out on the covers containing this ticket.

PASSAGE TICKET

NOT TRANSFERABLE

Ship	Sailing Date			Voyage	Class	Cabin	Berth				
	Day	Month	Year					A	C	I	
Himalaya	19	June	68	From: UK To: Australia	OT						
PASSENGERS:											
Brown											
MR W								0012	D		
MRS M								-	A		
MISS F								R1	0014	D	
MISS D									-	A	

REMARKS:

For and on behalf of Shipowner

ISSUED AT 14/16 COCKSPUR STREET, LONDON BY P & O - ORIENT LINES

DATE 24 MAY 1968 PASSAGE MONEY A/C CHIEF MIGRATION OFFICER,
AUSTRALIA HOUSE, LONDON, W.C.2.

THIS TICKET IS VALID FOR TRAVEL AS DETAILED ABOVE ONLY WHEN SUPPORTED BY THE RELEVANT TRAVEL VOUCHERS. THIS PORTION OF THE TICKET TO BE RETAINED BY THE PASSENGER.



SA

COMMONWEALTH OF AUSTRALIA
AUSTRALIA HOUSE
LONDON




Date 17 JUN 1968

DOCUMENT OF IDENTITY

This Document which is valid for a single journey only is issued in lieu of a Passport to the Bearer and his wife/family for travel to Australia or Approved Missions. Details shown below.

Part C

	BEARER	WIFE	CHILDREN—See Note (b) overleaf
Surname.....	B		Names <u>FIONA MAIRA ELIZABETH</u>
Christian Names.....	MARY KATHLEEN		Date of Birth <u>7-2-65</u> Sex <u>F</u>
Date of Birth.....	<u>11 JULY 40</u>		Names <u>DOROTHY KATHLEEN</u>
Place of Birth.....	JORDANSTOWN CO. DUBLIN		Date of Birth <u>6-12-16</u> Sex <u>F</u>
Married, Single Widow/Widower.....	MARRIED		Names.....
Height.....	5 ft 3 ins.		Date of Birth..... Sex.....
Colour of Eyes.....	Hazel		Names.....
Colour of Hair.....	BROWN		Date of Birth..... Sex.....
Visible Distinguishing Marks.....	NONE		Names.....
Photograph.....	 <p>PASSPORT PHOTOGRAPH (Wife and Children under 16) 2 ins. x 2 ins. TO BE PASTED IN HERE</p>		Date of Birth..... Sex.....
			Names.....
			Date of Birth..... Sex.....
			Names.....
			Date of Birth..... Sex.....
			Names.....
			Date of Birth..... Sex.....
			Names.....
			Date of Birth..... Sex.....
			Names.....
			Date of Birth..... Sex.....

Signature of Wife
Signature of Bearer

Signature of Wife



Chief Migration Officer

Be it now Proclaimed by Call of Conch and
Narifus throughout the Latitudes and Longitudes of Our Oceanic Domain
The Foundress Waves, Master of the Seven Seas, King of the Secret Currents, Lord of
that We Neptune, High Constable of the Coral Caverns, Lord of
the Foundress Waves, Master of the Deep, do hereby Sanction and affirm that Our
The Equator of the EQUATOR be bestowed on PEROTHY BLOW
Most Noble CROSS of the EQUATOR, hath, this 20 day of JUNE 1968
who but a mere Mortal, hath, this 20 day of JUNE 1968
on Board HIMALAYA accepted with Good Humour and
Withstood with Fortitude the most Rigorous Initiation into the
Ancient and Moistening Rites of our Aquatic Court
Sealed and Witnessed in the presence
of _____ Captain