

♀ Sophie Christine Elenore Elizabeth KORBER

- Born 23 April 1798 - Uelzen, Hanover, Germany
- Baptized 25 April 1798
- Deceased 11 April 1875 - Houhora, New Zealand , age at death: 76 years old
- Buried in April 1875 - Mt Camel, Houhora, New Zealand
- Mercer

Parents

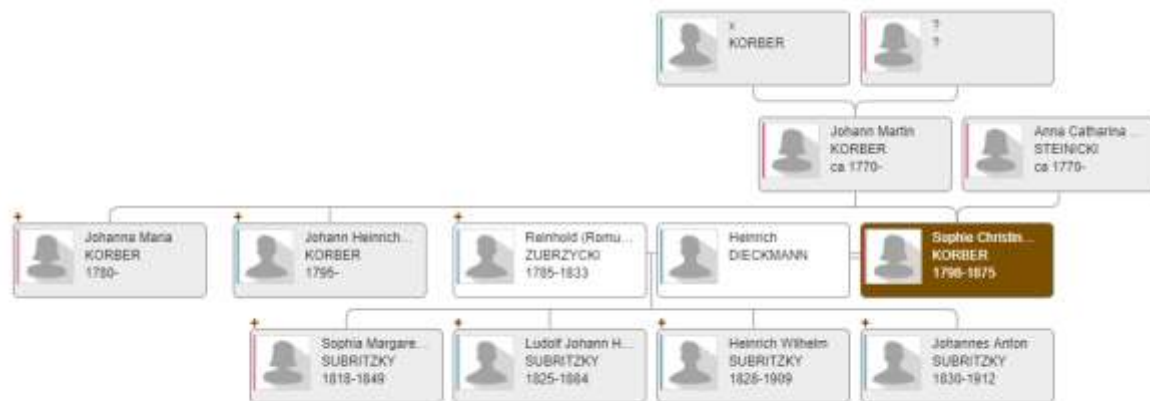
- Johann Martin KORBER ca 1770-
- Anna Catharina Elisabeth STEINICKI ca 1770-

Spouses and children

- Married 16 November 1817, St Michael's Church, Luneburg, Germany, to Reinhold (Romualdous) ZUBRZYCKI 1785-1833 with
 - ♀ Sophia Margaretha Dorothea SUBRITZKY 1818-1849
 - ♂ Ludolf Johann Heinrich SUBRITZKY 1825-1884
 - ♂ Heinrich Wilhelm SUBRITZKY 1828-1909
 - ♂ Johannes Anton SUBRITZKY 1830-1912
- Married 2 April 1843, On the "St Pauli", to Heinrich DIECKMANN

Siblings

- ♀ Johanna Maria KORBER 1780-
- ♂ Johann Heinrich Samuel KORBER 1795-



Notes

occupation: 14 june 1843

emigration: [14 june 1843] Nelson, New Zealand

naturalization: [14 june 1843] New Zealand

emigration: [14 june 1843] Nelson

immigration: [17 january 1845] Adelaide, South Australia

NOTE: Sophie was a strong, single-minded person. She was born a Körber (said 'Kirber'), a weaver's daughter, and when the chance came to leave the turmoil in Germany she did so without hesitation, taking with her not only her younger children, but her (almost) married daughter, the husband-to-be, as well as her brother and his family.

To travel to the port city of Hamburg and take passage on an emigrant ship was a large undertaking for the day. In this Sophie almost certainly drew on the strengths of her son-in-law to be, Johann Herman Frederick Spanhake, who although listed as a farmer was in fact a soldier. The difficulties in organising such a group also suggests they may have travelled with others, for it was not at all uncommon for large groups from the same areas to migrate en masse.

Sophie departed Hamburg on 26 Dec 1842 on the St Pauli and arrived in Nelson NZ on 14 Jun 1843 accompanied her three children. The Korber family were also on board the St Pauli.

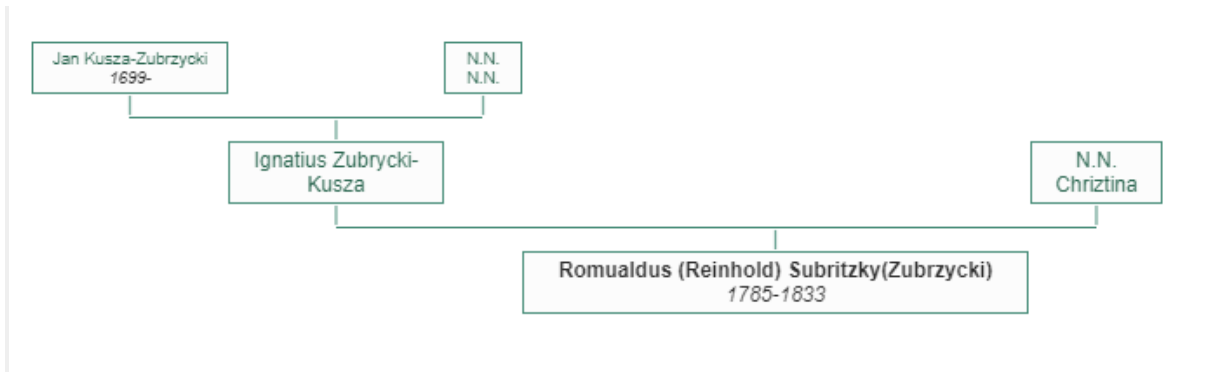
Although it is not shown in the genealogy information, it now seems almost certain that on the trip to New Zealand Sophie married again, this time to a relatively well-to-do man called Heinrich (Henry) Dieckmann (or Dietmann), who was a smith. Her daughter Doris was not at all impressed by this, and the resulting argument was recorded in journals of the voyage.

They described the state of the colony in NZ as "wretched in the extreme!". When the family (the Subritzsky's, Korbers, Westphals, and Spanhakes) left Nelson to go to Adelaide on the "Palmyra", arriving in Adelaide 15 Feb 1845, Herr Dieckmann was with them, and he is recorded in subsequent family events in Adelaide, but we do not know what became of him after that, for when the family returned to New Zealand there is no record of him at all.

Sophies Husbands

♂ Romualdus (Reinhold) Subritzky(Zubrzycki)

- Born 6 February 1785 - Subocz, Litouwen
- Deceased 24 June 1833 - Lüneburg, DE , age at death: 48 years old
-



Parents

- [Ignatius Zubrycki-Kusza](#)
- [N.N. Chritina](#)

Spouses and children

- Married 16 November 1817, Lüneburg, DE, to [Sophie Christine Elenore Elizabeth Körber](#) 1798-1875 with
 - ♀ [Sophia Margaretha Dorothea \(Doris\) Subritzky](#) 1818-1849
 - ♂ [Louis \(John Louis\)Johann Heinrich Ru Subritzky](#) 1824-
 - ♂ [Ludolf Johann Heinrich Subritzky](#) 1825-1884
 - ♂ [Henry \(Heinrich Wilhelm\) Subritzky](#) 1828-1909
 - ♂ [John Anton \(Johann\(Es\) Anton\) Subritzky](#) 1830-1912

Siblings

- ♂ [Johannes Anton Subritzky\(Zubrzycki\)](#) 1784-
- ♀ [Catharina Subritzky\(Zubrzycki\)](#) 1787-

event: Employed
[1816] Bricklayer

NOTE: The name 'Subritzky' is essentially a made-up name, and therefore unique. This arose because Reinhold deliberately modified his Polish sounding name to blend in with his new German surroundings when he moved to Lüneburg, in what was then the Kingdom of Hannover. Presumably the new name was given to his sons at that time, and of course his widow Sophie perpetuated this when she emigrated to New Zealand on the St. Pauli in 1843.

The actual church record of Romualdous Zubrzycki's christening from the church record, Subate. The date is 6 February 1785

The record reads:

1785 February 06

Romualdus (child of) Ignatius Zubrzycki & wife Chritina, of Subocz.

Godparents - Isidorus Zubrzycki & Agatha Adamowiczowa.

Following is an extract from the Lutheran church records from Lunberg, Germany from their marriage register 1817 Record number S257 Nr 15. On the 23rd and 24th Sundays after Trinity, that is on the 9th and 16th November, the Banns of marriage were called for Reinhold Subritzky (Romualsus Zubrzycki) resident and journeyman bricklayer of this place and Sophie Elisabeth Korber daughter of the late Johann Martin Korber clothmaker of Ultzen, and they were joined together in Holy matrimony by pastor Crome on the 16th November 1817.

♂ Heinrich DIECKMANN

- Born - Germany

Spouses

- Married 2 April 1843, On the "St Pauli", to [Sophie Christine Elenore Elizabeth KORBER](#) 1798-1875

Notes

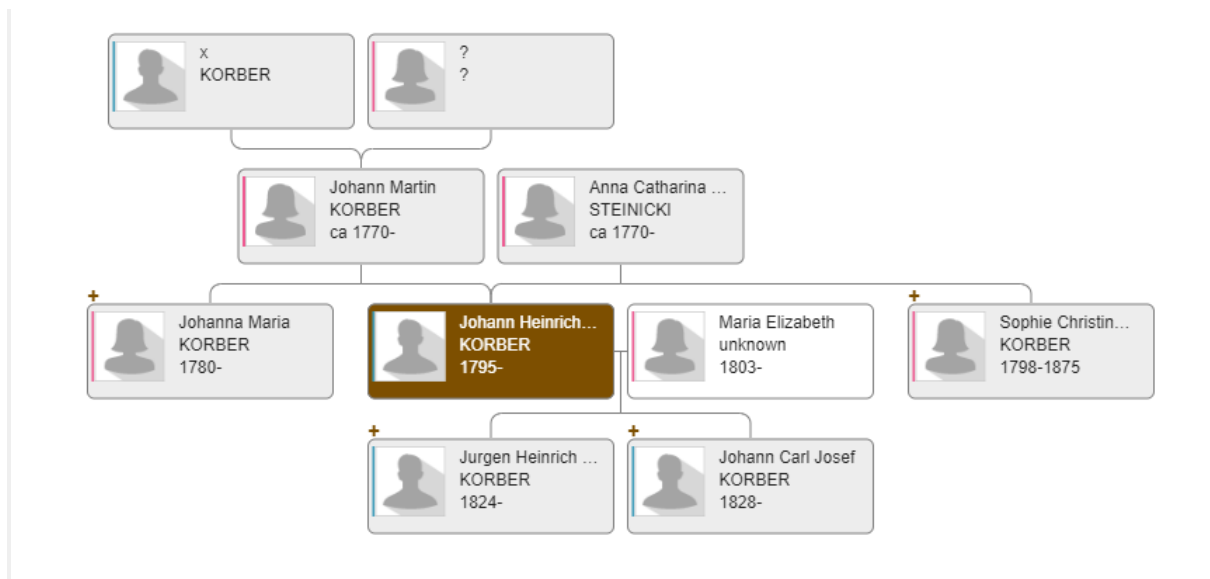
NOTE: There is a Dickman's Cottage in Long Gully Maldon, Victoria.

Sophie's Parents

♀ Johann Martin KORBER

♀ Sophie's Father

- Born about 1770 - Germany
- Deceased
- Cloth maker



Parents

- x KORBER
- ? ?




Spouses and children

- Relationship with Anna Catharina Elisabeth STEINICKI ca 1770- with
 - ♀ Johanna Maria KORBER 1780-
 - ♂ Johann Heinrich Samuel KORBER 1795-
 - ♀ Sophie Christine Elenore Elizabeth KORBER 1798-1875
 -

♀ Anna Catharina Elisabeth STEINICKI

- Sophies Mother
- Born about 1770 - Germany
- Deceased

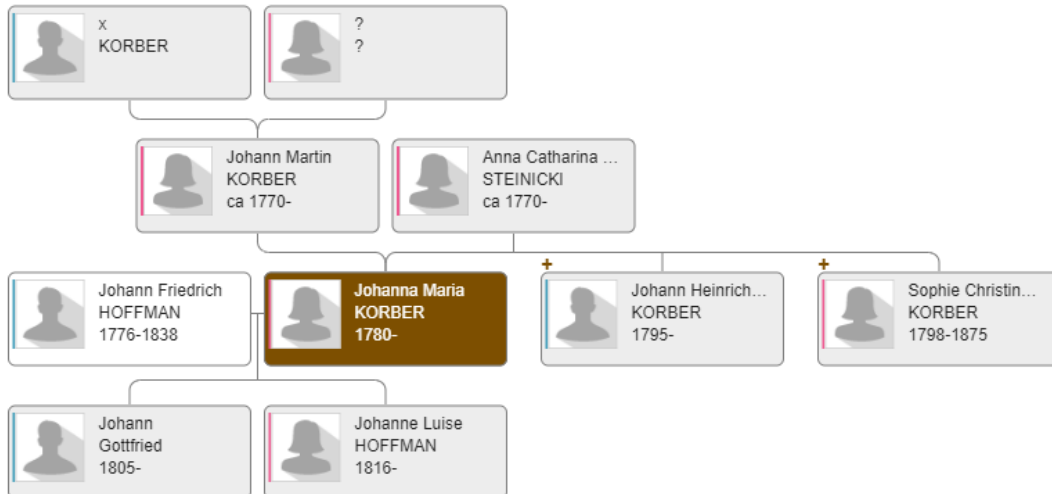
Spouses and children

- Relationship with [Johann Martin KORBER](#) ca 1770- with
 -  [Johanna Maria KORBER](#) 1780-
 -  [Johann Heinrich Samuel KORBER](#) 1795-
 -  [Sophie Christine Elenore Elizabeth KORBER](#) 1798-1875

Sophies Siblings

♀ Johanna Maria KORBER

- Born in 1780
- Deceased
-



Parents

- Johann Martin KORBER ca 1770-
- Anna Catharina Elisabeth STEINICKI ca 1770-

Spouses and children

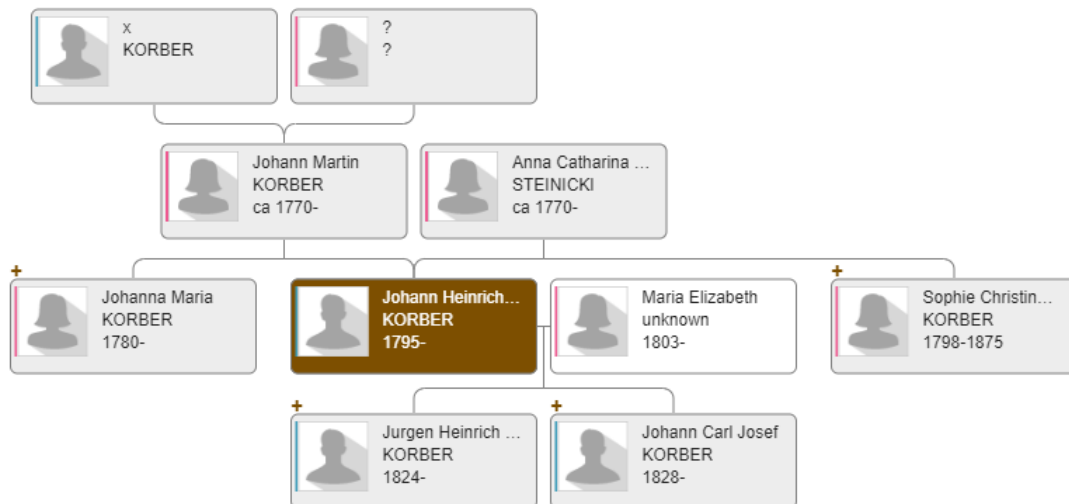
- Married to Johann Friedrich HOFFMAN 1776-1838 with
 - ♂ Johann Gottfried 1805-
 - ♀ Johanne Luise HOFFMAN 1816-

Siblings

- ♂ Johann Heinrich Samuel KORBER 1795-
- ♀ Sophie Christine Elenore Elizabeth KORBER 1798-1875

♂ Johann Heinrich Samuel KORBER

- Born in 1795 - Uelzen, Hanover, Germany
- Deceased - Adelaide, South Australia
- Shoe maker



Parents

- [Johann Martin KORBER](#) ca 1770-
- [Anna Catharina Elisabeth STEINICKI](#) ca 1770-

Spouses and children

- Married to [Maria Elizabeth unknown](#) 1803- with
 - ♂ [Jurgen Heinrich Reinhard KORBER](#) 1824-
 - ♂ [Johann Carl Josef KORBER](#) 1828-

Siblings

- ♀ [Johanna Maria KORBER](#) 1780-
- ♀ [Sophie Christine Elenore Elizabeth KORBER](#) 1798-1875

Notes

naturalization: [14 june 1843] Nelson, New Zealand

occupation: 1843 Nelson, New Zealand

Sophie's Children

♀ [Sophia Margaretha Dorothea SUBRITZKY](#)

- Born 15 July 1818 - Lüneburg, Germany
- Deceased in 1849 - Barossa Valley, South Australia , age at death: 31 years old

Parents

- [Reinhold \(Romualdous\) ZUBRZYCKI](#) 1785-1833
- [Sophie Christine Elenore Elizabeth KORBER](#) 1798-1875

Spouses and children

- Married 26 December 1842, On ship 'St. Pauli', to [Johann Herman Frederick SPANHAKE](#) 1820-1885 with
 - ♂ [Otto Frederick Rudolf SPANHAKE](#) 1842-1843
 - ♀ [Louisa Sophia Doris SPANHAKE](#) 1844-1899
 - ♂ [John Henry SPANHAKE](#) 1846-1921

Siblings

- ♂ [Ludolf Johann Heinrich SUBRITZKY](#) 1825-1884
- ♂ [Heinrich Wilhelm SUBRITZKY](#) 1828-1909
- ♂ [Johannes Anton SUBRITZKY](#) 1830-1912

Notes

NOTE: SPANHAKE Johann Herman/(Heinrich) Friedrich, Sophia Margaretha Dorothea n SUBRITZKY, Louisa Sophie Dorothea arrived 27 Aug 184 on Joseph Albino from New Zealand v Hobart 6 Aug 1844

♂ [Ludolf Johann Heinrich SUBRITZKY](#)

- Born 11 February 1825 - Lüneburg, Germany
- Deceased 4 July 1884 - Houhora, New Zealand , age at death: 59 years old
- Buried in July 1884 - Mt Camel, Houhora, New Zealand
- Agricultural Labourer, Storekeeper

Parents

- [Reinhold \(Romualdous\) ZUBRZYCKI](#) 1785-1833
- [Sophie Christine Elenore Elizabeth KORBER](#) 1798-1875

Spouses and children

- Married 22 December 1845, St John Parsonage, South Australia, to [Maria Sophia Christina WESTPHAL](#) 1824-1897 with
 - ♀ [Marien SUBRITZKY](#) 1846-
 - ♀ [Sophia Louisa Henrietta SUBRITZKY](#) 1847-1876
 - ♂ [August Heinrich SUBRITZKY](#) 1848-1849

- ♀ [Wilhelmina Henrietta Sophie SUBRITZKY](#) 1850-1889
- ♂ [John Henry SUBRITZKY](#), Captain 1852-1931
- ♀ [Louisa Bertha SUBRITZKY](#) 1856-1935
- ♀ [Doris Sophia SUBRITZKY](#) 1857-1910
- ♀ [Dorothy Elizabeth Maria SUBRITZKY](#) 1859-1937
- ♀ [Henrietta Isabella SUBRITZKY](#) 1863-1935

Siblings

- ♀ [Sophia Margaretha Dorothea SUBRITZKY](#) 1818-1849
- ♂ [Heinrich Wilhelm SUBRITZKY](#) 1828-1909
- ♂ [Johannes Anton SUBRITZKY](#) 1830-1912

Notes

naturalization: [14 june 1843] (source: NZ Naturalization - 1843/1733) Nelson, New Zealand

occupation: 1843 Nelson, NZ

occupation: 1850 Maldon, VIC, Australia

NOTE: Lived in Maldon Victoria Australia during the Gold Rush. Ran butcher's shop with brother John Anton.

♂ [Heinrich Wilhelm SUBRITZKY](#)

- Born 18 May 1828 - Lüneburg, Germany
- Deceased 24 June 1909 - Auckland, New Zealand , age at death: 81 years old
- Buried in June 1909 - Kareponia cemetery, Awanui, New Zealand
- Agricultural Labourer, Farmer

Parents

- [Reinhold \(Romualdous\) ZUBRZYCKI](#) 1785-1833
- [Sophie Christine Elenore Elizabeth KORBER](#) 1798-1875

Spouses and children

- Married 8 December 1884, Registry Office, Auckland, New Zealand, to [Mary Jane SMITH](#) 1852-1893 with
 - ♂ [Arthur William Thomas SUBRITZKY](#) 1875-1952
 - ♀ [Violet Grace May SUBRITZKY](#) 1880-1964

Siblings

- ♀ [Sophia Margaretha Dorothea SUBRITZKY](#) 1818-1849
- ♂ [Ludolf Johann Heinrich SUBRITZKY](#) 1825-1884
- ♂ [Johannes Anton SUBRITZKY](#) 1830-1912

Notes

naturalization: [14 june 1843] Nelson, New Zealand

occupation: 1843 Nelson, NZ

♂ Johannes Anton SUBRITZKY

Print Family Tree

- Born 28 July 1830 - Lüneburg, Germany
- Deceased 9 October 1912 - Auckland, New Zealand , age at death: 82 years old
- Buried in October 1912 - St Saviour's cemetery, Kaitaia, New Zealand
- Agricultural Labourer

Parents

- Reinhold (Romualdous) ZUBRZYCKI 1785-1833
- Sophie Christine Elenore Elizabeth KORBER 1798-1875

Spouses and children

- Married 27 June 1851, Manse, Freeman St., Adelaide, Sth Australia, to Elizabeth HOARE 1835-1900 with
 - ♀ Sophia Doris SUBRITZKY 1851-1910
 - ♂ Johannes Wilhelm Henry SUBRITZKY 1854-1930
 - ♂ Ludolph Anton SUBRITZKY 1856-1909
 - ♀ Elizabeth Eleanor SUBRITZKY 1857-1926
 - ♀ Cecila Louise SUBRITZKY 1859-1936
 - ♂ Henry George SUBRITZKY 1861-1941
 - ♀ Ada Phyllis SUBRITZKY 1862-1863
 - ♀ Evelyn SUBRITZKY 1863-1934
 - ♀ Ada Isola SUBRITZKY 1865-1866
 - ♂ Herbert Walter SUBRITZKY 1866-1944
 - ♂ Alfred SUBRITZKY 1868-1961
 - ♀ Eva Amy Elizabeth SUBRITZKY 1871-1949
 - ♂ Haywood Charles SUBRITZKY 1873-1943
 - ♂ Charles Iselton SUBRITZKY 1876-1933
 - ♂ Sydney James SUBRITZKY 1880-1881

Siblings

- ♀ Sophia Margaretha Dorothea SUBRITZKY 1818-1849
- ♂ Ludolf Johann Heinrich SUBRITZKY 1825-1884
- ♂ Heinrich Wilhelm SUBRITZKY 1828-1909

Notes

naturalization: [14 june 1843] (source: NZ Naturalization - 1843/1733) Nelson, New Zealand

occupation: 14 june 1843 (source: NZ Naturalization - 1843/1733) Nelson, NZ

NOTE:

THE SUBRITZKY FAMILY OF NORTHLAND

New Zealand's First Polish Family

by Mike Subritzky

Historically the Subritzky (Polish spelling = Zubrzycki) family can trace direct descent from the ancient Tartar Princely House of Subotai (Golden Horde). In 1495, King John Albert of Poland ennobled an ancestor "Fiedz the Tartar", into the Polish nobility and awarded his descendants the everlasting right to bear the Polish coat of arms "Kusza" (On a red shield, a silver crossbow pointing downwards). One of Fiedz the Tartar's offspring settled in the Minsk district and was called "Obdula Zubr" (Obdula the Buffalo). His children were baptised and became Christians, and from then on were called Zubrzycki (a monogenetic nickname, 'Zubr' is the Polish word for European Bison). They owned several villages in Northern Poland including the villages of Subocz and Zubr, which are located in the Minsk district, near the Russian border (now in modern Latvia). Romualdus Zubrzycki-Kusza and his brother Jan, are said to have joined Napoleon's Grande Armée in the war of 1812, and after the defeat in Moscow they were unable to return to their home town, and so instead struck out for the relative safety of the Kingdom of Hanover. On the 25th December 1843 when Sophie and her children signed onboard the 'St. Pauli' their surname was entered onto the shipping register as "Subritzky" and in New Zealand it has been

spelt as such to this day. The ancient history of the Subritzky family is well documented and appears in numerous Polish armorials. (The Subritzky family also have a strong oral tradition of being descended from the Polish noble family of Sobieski-Janina).

After Europe

For the purposes of our narrative the beginning of the modern story is when the family emigrated to New Zealand from Germany in December 1842. They left in the ship 'St. Pauli', a 3-masted ship-of-war converted for colonisation work. The family consisted of Sophie Subritzky, widow of Romualdus Subritzky (Zubrzycki) of Kurlandia, in the Commonwealth of Poland, and her children Ludolph Johann Heinrich (Louis), Heinrich Wilhelm (Henry), Johannes Anton (John), and Sophie Dorothea (Doris). Doris was married to Johann Hermann Frederick Spanhake on board just before the ship sailed, although she had earlier the same year given birth to a son Otto who on the voyage died of convulsions on the night of the 20th January 1843 and was buried at sea.

Also in the group was the widow Sophie's brother Heinrich Körber (said 'Kirber'), his wife Maria and their two sons Jurgen and Johann. All had signed up for a colonisation scheme in New Zealand set up by the New Zealand Colonisation Company, who originally intended to set up a German colony on the Chatham Islands, east of New Zealand.

The Agent for the company was also on board. Herr Johann Beit proved an arrogant, greedy and vindictive man and was the cause of much trouble on board and later, in Nelson, New Zealand. The ship sailed to Nelson as an alternative to the Chathams as it had been discovered that the original plan was in fact illegal, and so Nelson, on the northern tip of the South Island of New Zealand was chosen, an area where the New Zealand Company partner in the venture was able to allocate land to the new arrivals, including those on a later ship. The land and passage package involved pre-payment for blocks of land (of at least 50 acres), berth on the ship, and rations aboard.

The trip lasted 176 days during which time four young children had perished, seven couples had been joined in Holy Matrimony, one baby had been born and two passengers had jumped ship at a reprovisioning harbour. This was the first of two shiploads of German settlers to Nelson and the descendants of many of these families are still to be found in the region to this day.

It is worth noting that to sail from Europe to Australia and New Zealand it was apparently the practice to first cross the Atlantic, and the common reprovisioning port was Bahia, in today's Brazil. From there ships sailed on a long reach SE to the Cape of Good Hope, then farther south again, even into the beginnings of ice floes before looping northwards to the intended port. In South Africa there was (is yet?) an annual yacht race on the main transatlantic leg. Apparently the 'St. Pauli' took this same route.

When on arrival in Nelson Herr Beit refused to honour the land allotments the new settlers were in trouble, for they were at the vanguard of the first surge of colonisation in the area, and much of the land was already allocated to earlier English migrants. They therefore suffered several problems, for to integrate they had to learn English, and the only land they could independently obtain was in the poorer, marshier areas. In addition, they had arrived at the beginning of a period of conflict with the local Maoris who were only just beginning to take action to evict settlers from what they knew to be their ancestral lands, for the original land deals with the colonisation company were very suspect.

By 1844 many of the Germans had had enough. The second German ship, the 'Skiold', had on a previous voyage been to the fledgling settlement of Adelaide in South Australia, and had in fact carried the last of the German Lutheran immigrants of a group who had moved to a new country to practice their religion without official interference. It is probable that many of the newer arrivals to Nelson knew people who had gone to South Australia, for they had been waiting at the same port in Germany at the same time, and for the most part came from the same province of Mecklenburg. As a result of this or perhaps because they'd simply had enough, in 1845 quite a few of the Germans took passage on the ship 'Palmyra' to the Port of Adelaide, via Hobart, Tasmania.

The Subritzky, Körber and Spanhake families were not long settled in Adelaide, probably in or around Hahndorf, when gold was discovered in the neighbouring state of Victoria. Along with just about the entire population of Australia the Subritzky's took part in the "rush" of 1851. They remained on the "diggin's" for several years, and then later decided that it would be far more profitable to move into the business of supplying the diggers, and together they set up various business enterprises in and around the town of Maldon. While in Australia Ludolph and Johannes Anton Subritzky married and began families, Heinrich was to marry much later in life after returning to New Zealand.

In 1859, the Subritzky brothers were made aware of the intended sale of Kawau Island in the Hauraki Gulf of New Zealand

and also the opening up of the Mangonui area in the Far North. Ludolph and Heinrich crossed the Tasman aboard the (steamer) 'Prince Alfred' arriving in the port of Auckland on the 17th January 1860. They were beaten to the purchase of Kawau Island by Governor George Grey, so instead purchased the estates of Ohore (Houhora) and Awanui. The original buy was more than eight thousand acres and shortly afterwards they leased a further twenty five thousand acres from the central government. They were the first European settlers north of Kaitia, their nearest neighbours being the Matthews and Puckey families at the Kaitia Mission Station.

At the heads of Houhora harbour, beneath the shadow of Mount Camel, they built the Subritzky Homestead which still stands to this day. The homestead was built in the style of European farmhouses of the period but using local materials, and is the oldest European residence on the Aupouri Peninsula, bearing testimony to the courage and resilience of the original members of this pioneering family. The flooring was constructed using swamp kauri, as was much of the other timber, whilst the walls were constructed using lathes of manuka that were affixed to split swamp kauri using hand made nails. The walls of the homestead were 'musket proof' being filled with rock shipped from Mount Camel across the harbour and then cemented into place by mortar mixed with sand from the beachfront and lime-cement, which was made by burning shells gathered off the beach.

The homestead was constructed between April 1860 and June of the following year, after which time they moved into business and began trading with the local Maori, first using a 27 foot whaler, and then later with the small schooner the 'Isabella' which was to become the first of their many ships. In 1862, Ludolph returned to Australia and there chartered the 135 ton schooner 'Montezuma' which he used to bring his wife and children to New Zealand. Later that same year Sophie ('Old Sophie' as she is known in the family) joined them, and in 1868 Johannes Anton and his family sold up the brother's business interests in Maldon and sailed to New Zealand aboard the (barquentine) 'Prince Alfred'.

For the next 25 years the Subritzky family ran a vast business empire in the Far North of New Zealand, the hub of their operations being the "Mount Camel Station". Within a short space of time they either owned or controlled almost all of the Far North, from Awanui northward. The township of Awanui was built by the Subritzky's as a safe port for their many ships, sited as it was in the tidal head of the Awanui Harbour. There they ran the Post Office and Hotel and owned the General Store and several Gum Stores, all built on land the family provided. They imported cattle and developed their own breed of short horn, established flax mills and began processing fibres for sale and export, and they were also heavily involved in the Kauri Gum industry. The Subritzky's developed a shipping link with Auckland, then later expanded across the Tasman and up into the South Pacific Islands.

Another more discreet family enterprise of the time was smuggling. The Subritzky's formed a tight, self-contained little community, although they still maintained contact with the outside world with their own ships. These ships would occasionally come direct from overseas to Houhora, which was actually the first available port in New Zealand for any vessel arriving from Australia, and no doubt the family saw no reason to do the extra sailing on to Mangonui to declare their own goods... The original Subritzky's were proud, haughty, self sufficient men, accustomed to independence, and they saw no reason to search the country for excise men so they could pay duty on their own imports.

On one such occasion it is said that the family schooner 'Greyhound' made a voyage to Australia. On the return journey Johannes Anton brought back a car - one of the first privately owned cars in Auckland and the first in Northland. It was a 1902 Oldsmobile and the locals nicknamed it "The Queen Street Greyhound". This car and its owner Johannes Anton (Captain John Anton Subritzky) has the colourful distinction of participating in the first 'drag race' along Queen Street in Auckland; he was aged about 74 at the time. There is no record of him beating his opponent, but both gentlemen were taken to Court and fined ten pounds each for racing down Queen Street and endangering public safety. He also had the first recorded automobile smash in Auckland when his car collided with Tram Number 40 on the 12th October 1904.

At the end of the 19th century, New Zealand was in the grips of a severe depression and this saw a considerable decline in the family fortunes. Crippling land taxes were imposed on the large estate owners and this forced the breakup of the majority of the Mount Camel Station. In 1898 the homestead was sold to Ludolph's married daughter, Louisa Wagener and has remained ever since in the care of the Wagener family. In 1991, the Subritzky Homestead was named a National Historic Place. The Wagener family are referred to in family circles as "Double Subritzky's" in that they have descent from the original Subritzky family in both their Paternal and Maternal lines.

The shipping interests of the family have remained to this day. The 'Subritzky Shipping Line' which operates a passenger and vehicle transportation service between the port of Auckland and the islands of the adjacent Hauraki Gulf, is the oldest privately owned shipping company in New Zealand. Captain Brett Subritzky is a sixth generation Master Mariner - a father to son line that stretches from the days of sail down through steam and diesel to the modern Hamilton jet, which is fitted to the 'MV Port Kennedy'.

In all some 22 members of the family have attained the rank of Master Mariner, some being 'Foreign Going', and others 'Home Trade'. Another well known family member with a seafaring background was Les Subritzky, New Zealand's first professional scuba diver. During the 1950's through to the 1970's Les was a household name in New Zealand and twice held the record for the deepest dive in Australasia. He also has the distinction of leading the very first diving expeditions on many of the shipwrecks that dot the New Zealand coastline.

The Subritzky family have also followed the heritage of their Polish warrior ancestors and to date some ninety members of the family have served in the New Zealand Armed Forces. They have served in every major conflict that New Zealand has been involved in, and have shed their blood for their new homeland on the battlefields of Chunuk Bair (Gallipoli) and the Somme (WWI), Crete and Monte Cassino (WWII), to the Tet Offensive in the Republic of South Vietnam. More recently, Driver Pamela Subritzky served on Peacekeeping Operations in the Sinai Desert, and in 1998 Gunner Danny Subritzky completed a Tour of Duty on Peacekeeping Operations in Bosnia with the NATO Forces.

Nowadays the Subritzky family flourishes from Auckland northwards, where they have strong blood ties with the three most northern Maori tribes; Ngapuhi, Te Rawara and Te Aupouri. Their descendants, both Pakeha and Maori number more than three thousand, and as unbelievable as it may seem, all are known to each other - the family even today is very closely knit. In 1993, almost all returned to a large family gathering held at the old Subritzky homestead to celebrate their 150th anniversary in New Zealand. They are prominent in shipping, seafaring, farming, the legal profession, the military and also the tourist industry. The Subritzky, Spanhake and Wagener families are now almost legendary in the Far North, and as well the Subritzky's in particular are a well known and respected family in the Auckland region. Their settler forebears of the original family have now passed into the pages of history.

Romualdus Subritzky is buried in the Church of Saint John, in Lüneburg (now modern Germany). Old Sophie lies in the Subritzky family cemetery on the slopes of Mount Camel across from the family homestead. Ludolph and his wife Maria lie together on Sophie's right in unmarked graves; while to the left of Sophie in a ruined grave lies her son in law Frederick Spanhake. Doris Spanhake (Frederick's wife and Old Sophie's daughter) died in childbirth in South Australia and lies buried in the Barossa Valley; she was aged 31. Heinrich and his wife Mary-Jane are buried side by side at California Hill cemetery, Awanui. Johannes Anton and his wife Elisabeth are buried together in Saint Saviour's churchyard at Kaitaia. In 1999, the Subritzky family was one of eight families chosen to be representative of the spirit of the true New Zealand pioneering family and were featured in several 'Millennium Projects', including the official television series "New Zealand - Our People, Our Century", and the official history publication.

Little did the widow, Sophie Subritzky realise when she set sail for the Antipodes all of those long years ago; with three small sons, and a married daughter, that she would become the matriarch of a dynasty that would play such a significant role in shaping the history of northern New Zealand.

REGION of MECKLENBURG

As condensed and adapted largely from 'The ECKERMANN STORY 1849-1979', courtesy of the Eckerman family of Sth Australia.

LINK to Bowen pages See MAP of Germanic Europe circa 1830.

Geographical Situation

From the Alps, north to the Baltic Sea and North Sea, the land falls down in huge steps. In the centre of the last step is the land of Mecklenburg. It is part of the northern states of Germany and the bridge to the three Scandinavian states.

Relations with Sweden, Norway and Denmark were not always peaceful, and Mecklenburg suffered most severely during the 'Thirty Years War', when the Danish, Swedish Croatian and other armies effectively lived on the crops and cattle breeding of Mecklenburg agricultural estates, making it virtually impossible for the ordinary farmers to make a living. The large step of Mecklenburg is not entirely flat; the land is somewhat undulating and is dotted with a great number of lakes, the largest of which is called 'Die Müritz', second only in size to the largest lake in Europe, 'Der Bodensee' (Lake of Constance) on the Swiss border.

Population

From about 120 AD to 1000 AD heathen tribes occupied the Mecklenburg region. After several unsuccessful attempts by various emperors to convert these tribes to Christianity, Duke Heinrich der Löwe (Henry the Lion) completely subdued the land and began to settle it with many thousands of germanic people from Lower Saxony. Most of these migrants came from the districts of Hamburg, Winsen and Lüneburg, areas to the SW and west, along the Elbe river.

The feudal system of the Middle Ages was still active in the region in the mid 1800's. In the case of Mecklenburg land ownership was shared between the Grand Duke (Government), the Church, the Noblemen and the Cities. Political power was based on land ownership, and since each Nobleman, being the owner of an agricultural estate, had a seat and a vote in the Standerversammlung and therefore the same influence on legislation as the Bürgermeister (Mayor) of a town or city,

there was no incentive for laws easing the life of the people working the land, as it would have meant less profit for the landowners.

People who left the land could only go into the cities, and few opportunities existed there outside the strict system of guilds. This is why it was crucial for Romaldous Subrzycki to have his qualifications as a bricklayer recognised when he arrived in the city of Lüneburg, and why it took him some time to achieve this.

In the mid 1800's there was active promotion of colonisation schemes for the Americas and for Australia and New Zealand, with agents touting for passengers, offering various combinations of passage and land to those who signed. The figures for migrants leaving Mecklenburg in 1850-1853 give an average of 6,000 people per year, and it may be assumed that similar figures applied immediately prior to this.

Life on the land

The Noblemen of the land owned large estates around which they divided the land into small farms. The farmers who took these small farms could ill afford to pay for them, so in return worked for the Noblemen on the large estate for about four days a week together with their own animals and servants, leaving little time to work on their own farms. According to local custom the farmers also had to supply the Noblemen with poultry at certain fixed times. Farm produce was supplied to the local Pastor, and to the teacher of the local school which their children attended.

While attending children was compulsory for all children from the age of six onwards, they also had to contribute to the upkeep of the family. As a consequence school was dispersed for the summer months. Around the year 1800 there were only a few properly trained teachers in rural schools, and the extremely large classes resulted in poorly educated children. Reading was taught from the hymn-book.

Sheep and Shepherds

There were two kinds of shepherd; one employed by a village, and one by an estate. The village shepherd tended the sheep of the villagers during the day, returning them to their owners at night, or minding them in his own home if some prior arrangement had been made. He also did the shearing. As most villagers were very poor they often had to employ their own children to take care of the sheep. At times they could not even afford to pay the shepherd, making his livelihood somewhat precarious.

The estate shepherd owned his own sheep and paid the estate Nobleman a type of 'grazing right',

St Pauli

1843 passenger list

The 'St Pauli' was a virtually new vessel at the time she left Europe for New Zealand, a three-masted ship-of-war of some 380 tons built in 1841 and converted for the lucrative emigrant business. At this point only one of her voyages is significant to these records, for she carried one of two shiploads of emigrants for Nelson, on the NW tip of the South Island of New Zealand. In particular, she carried the Subritzky, Körber and Spanhake families and thus begins a journey in time and space that continues today in New Zealand and Australia.

Paid Passage was a deal costing the equivalent of 300 English Pounds, in which was included passage, ship-board rations, and at least 50 acres of land at their destination, purchased from the New Zealand Company Agent, one Johann Niholas Beit. What happened on the voyage, and subsequently is detailed in the Subritzky family history, by Mike Subritzky.

At the time of the voyage of the 'St. Pauli' there was a trickle of emigration from Germany to Australia, in particular to what is now South Australia, but there were also centers in Hobart, Tasmania, the less successful one in Nelson, and one in Samoa. This trickle soon became a flood as economic and political conditions in the European homelands forced people off the land. A large part of the emigration was to the Americas, but quite a few went on to Australasia and Southern Africa.

Sources

- *Baptism: NZ Archives - St Pauli*
Ship: 380 Tons
Captain: Peter Schacht.
Surgeon Superintendent: Dr Jacob Friedrich Göders
Sailed Hamburg 26th December 1842 - arrived Nelson 14th June 1843
St Pauli brought the first batch of German immigrants to Nelson. She has an a somewhat adventurous passage of 148 days from Hamburg. Three weeks after sailing smallpox broke out, and the vessel put into Bahia where she remained three weeks, but the passengers must have been well looked after as only four deaths occurred - four children.
- *White Wings. Sir Henry Brett*
In the diary of Johann Wilhelm Christof Heine (a steerage passenger on board) it was stated that St Pauli put into Bahia due rather to lack of water than because of the smallpox. Thanks to Jo Foster & Steve Crosby for this piece of information. One other couple (apart from those mentioned on this passenger list) were married during the voyage. We do not have the names of this couple.
- *Further information on the St Pauli. Thanks to Don Allan.*
Arrival of the St Pauli
Name Age Occupation
Cabin Passengers
Beit Johann Nicholas Agent for New Zealand Company
Wife
Eight Children
2 Beit men names unknown
2 Beit women names unknown
Göders Jacob Friedrich Surgeon on board
Riemenschneider Johann Carl 25 Lutheran Missionary
Wohlers Johann Friedrich Heinrich 31 Lutheran Missionary
Steerage
Adam Dorothea 30 Servant
Ahrens Peter Wilhelm 37 Agricultural Labourer
Assmann Adolph 31 Joiner
Wilhelmine 30
Barth Theodor 24 Butcher
Beckmann J. Heinrich Franz 38 Joiner
Anna Maria 37
Franz Heinrich 9
Maria 8
Katrina Christina 7
Peter Paul Carl Born on board 25/01/1843
Behrends Karl 20 Yeoman Disembarked at Bahia, Brazil 23/03/1843
Bensemman Cordt Heinrich 32 Carpenter
A. M. Elisabeth 31
A. Katarina Maria 8
Johann Albert 5
Johann Heinrich 3

Buschl Michael 42 Yeoman
Maria 41
Anna 11
Michael 9
Johann 7
Kreszens? 2
Dieckmann H. 35 Smith and Farmer Married Sophie Subritzky on voyage 02/04/1843
Eisemann Phillip Johann 28 Joiner
Fesefeldt Betty 28 Servant
Frank Jacob 50 Miller and vine-dresser
Christina 45
Clara Josef 22
Jacob 15
Christof 12
Peter 9
Frieke Dietrich 37 Shoemaker and Yeoman
Haase Friedrich Wilhelm 29 Shoemaker
Friderike 28
Hansen Peter 36 Ship Carpenter
Margarete 32
Hasenbein August 25 Bricklayer
Heine Johann Wilhelm Christof 28 Missionary
Helmer Wilhelmine 29 Servant Married Karl Jung during voyage 02/04/1843
Hempel Johann George Ch. 32 Joiner
Meta Adelheid 25
Christel Eduard 2
Friedrich Julius 1
Huter Josef 38 Joiner Couple were married while anchored in Elbe River 26/12/1842
Konradine 27
Jaensch Ferdinand Robert 24 Yeoman
Jung Karl Friedrich Wilhelm 34 Yeoman Married Wilhelmine Helmer during voyage 02/04/1843
Karsten J. C. M. 33 Joiner
Katarine Elizabeth 37
Johanna Caroline Maria 7
Johanna Dorothea F. 3
Wilhelmine 2
Kirber Johann Heinrich Samuel 48 Shoemaker
Maria Elisabeth 40
Jurgen Heinrich Reinhard 17 Shoemaker
Johann Carl Josef 14 Shoemaker
LaMotte C. W. Ferdinand 21 Joiner Disembarked at Bahia, Brazil 23/03/1843
Lange Conrad Johann Fredrieck 36 Smith and Farrier
Marie Josefine 44
Johanna Sophia Dorothea 9
Anna Maria 7
Martin Johann Carl Heinrich 10 Son of Mrs Maussen
Maussen G. Heinrich Conrad 23 Gardener
Johanna Katarine Elisabeth 32
Caroline Louiza Henrietta 1

Meyer Doris-fried Henriette 17 Servant
Mohr Herman 28 Sawyer
Anna 32
Anna Maria 8
Franz Heinrich 7
Wilhelm 4
Dorothea Infant Died on board 13/02/1843
Convulsions
Muller J.D.F. 40 Locksmith
C.F. 40
Johanna W. C. 11
George F. C. 9
Christine W.D. 8
Dorothea 1
Orge Justus Wilhelm 37 Joiner
Pahl Johann Friedrich Carl 34 Saddler
Anna Magdalena 33
Margarete Elisabeth 4
Magdalena Dorothea 1
Pahl Wilhelm 36 Cooper
Elisabeth 34
Friedrich 9
Magdalena 7
Heinrich 4
Elisabeth 1 Died on board 13/04/1843
Convulsions
Post Philip 40 Vinter and vine dresser
Elisabeth 38
Velentia 6
Philip 2 Died on board 05/02/1843
Consumption
Rahdel Mr 22 Yeoman
Scheucher Georg 39 Agricultural Labourer / Shoemaker
Anna Dorothea 31
Johann Heinrich Eberhard 3
Schieb Jacob 52 Cooper
Clara Josefa 32
Maria Josefa 4
Antonia 1
Schneider Peter 28 Labourer
Anna Schroder 41
Schuler Dorothea Henriette 38 Servant
Schumacher Friedrich 28 Joiner Couple were married while anchored in Elbe River
26/12/1842
Maria 24
Sextus Johann Friedrich Andreas 20 Smith
Sextus Johann Carl Christof 18 Printer
Sextus Johann Wilhelm Heinrich 16 Labourer
Sextus Johann Andreas 14 Labourer
Sextus Johann Gottfried Georg 12 Labourer

Spanhake Johann Heinrich Friedrich 22 Agricultural Labourer Couple were married while anchored in Elbe River 26/12/1842

Sopia Margarete (nee Subritzky) 24

Otto Freidrich Rudolf 1 Died on board 20/01/1843

Convulsions

Spring Heinrich Simon 41 Cordwainer Disembarked at Bahia, Brazil

Stade Johann Heinrich Joachim 30 Mason

J.M.F. 21

Subritzky Sophie Elisabeth 43 Mercer Married H Dieckmann on voyage 02/04/1843

Subritzky Johann Heinrich Rudolf 17 Agricultural Labourer

Subritzky Wilhelm Heinrick 14 Agricultural Labourer

Subritzky Johann Anton 12

Treban Alois 37 Yeoman

Trost Johann Heinrich 39 Lutheran Missionary

Ulrich Berthold 25 Yeoman

Wilson Alexander Boarded St Pauli at Bahia, Brazil

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Reference:

Archives New Zealand NZC 34/2 p 207

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