James Backhouse Walker
Journal of voyage from England to V.D.H.
17 Aug. - 1 November 1856

Private Journal.
Voyage in "White Star".

W9/C3/4
Journal.

Sunday (2nd Day). The last First day I shall spend in England. Well! I shall often look back with pleasure on the days I have spent there, with dear friends who live there, when I am 13,000 or 14,000 miles off. York, especially has been my home, to the Backhouses' like the nearest relations: I can never repay E.B. for all her kindness to me since I came to England. She has been home like my own dear mother. I went to meeting both morning and evening, and in the evening I made farewell to many of the boys as they came out; I then went on to Coldgate to bid dear Sarah B. farewell; to Miss Marianne B. I'm coming back I could hardly persuade myself that I was going down Coldgate Lane for the last time; it seemed so much like leaving a place I had been in all my life.
(Sno. 18. Second Day) The last day I shall spend in York — in York which seems so much like my home. Before breakfast, I went to bid Aunt Mary, Nellie, & Cousin John Hammond farewell, & after that went to E. Williams to bid them farewell. My dear friends, Mary, Jane Eliza, Mary, & Sarah Jane Backhouse came to the station to see me off; & 1.15 am. & 6.13. went with me. My greatest concern was that I should not see Ann Backhouse before I went, as he had to attend the General Meeting at Aberdeen which is held to day.

The train was very late so that instead of setting off at 9:45 as we ought to have done we did not get off till 10:30. The consequence was we missed the train at Normanton and had to wait there we had to wait till 11:15 before the next train came up. It was a very heavy train as it was the«Burton» at Rochdale so we continued to lose time till we got into Liverpool at 6:15. But our troubles were not ended here for there was such a crowd in the station as there were lots of dead horses in.

[signature]
were seen directly attempting to rescue some people who were coming from Durham to go in the "White Star." I were secured whether I got off. We then got the luggage put into the luggage office, I went up to Long Brochdy where we arrived safely at 7 o'clock, and found a good tea, comfortable beds &c awaiting us, which were very acceptable after the fatigues of the day. James & I slept together in Teddy's room.

(Smo. 19. Third day) After breakfast we went down to Wilkington & Wilson's (the owners of the White Star) & got an order to put on board the luggage which we did. We then went into town & got a hat for me; then up to the Botanic Gardens where we walk about & I wrote a letter to Tommy (in pencil). We then got dinner at a confectioner's, & went to Francis Thompson, & thence to the station, expecting to meet Charles Mount & Sarah Bell by that train from London, but nobody appeared so after a good deal of running about, we met him at Wilkington & Wilson's but no S. Bell has
made her appearance. Then went on board with 60 lbs luggage in a little steam tug. Sailing to the vessel which was out in the stream. I soon after Miss Bell & her brother came on board. I just make a sort laid down in my clothes on as the Bark was so small that I couldn't get things to nights them. Well! I so here I was at last on board the White Star to go home again, & I think this will be the best place to give an account of her. She is a vessel of the Liverpool White Star Line of Australian Packets (as is stamped on all the plates), a clipper ship & a good sailor, narrow & long. She is 2,469 tons register but will carry far more than her in reality. Her berths are not near as comfortable as the Wellingtons being just 6 ft. 4½ in. long; 4 ft. 3 in. broad & 5 ft. 8½ in. in height, leaving just breadth enough for the door & berth. Her saloons are very comfortable & we have very good food but rather queer tea & coffee. There are lamps in all the cabins which are lighted every night & you can keep them alight as long as you like. We have breakfast at 9, dinner at 3, lunch at 12, dinner at 3, & tea at 7.
Smo. 20. Fourth Day. The mails came on board this morning and about 12 o'clock the anchor was up & 2 guns were fired to give notice that the vessel was ready for sea. We soon after got off, the steam tug towing us right out of the river Mercury & as we passed the fort we fired 2 guns. The steam tug left soon after & also another little steam vessel with people on board which had come to us; as they left they gave us 3 cheers. & we returned the complement. In the afternoon we saw the Great Arm's head & Point Lomas in Angles. We had the wind right aft & went along at about 11 or 12 knots an hour. Point Lomas was the last land we saw.

Smo. 21. Fifth Day. Dreadfully sea-sick all day, I did not get out of my berth all day. I felt very low-spirited & did not understand me & I so much longed for E. B.'s kind care. Lat. 41°10' Long.

Smo. 22. Sixth Day. Very sea-sick but better than yesterday. I got up onto the poop half dressed & wrapped up in a rug & I laid all the afternoon at full length on the deck. Lat. 41°10' Long.
Smo. 23. Seventh Day. I was much better, got up on deck but felt very squeamish. In the evening some boys painted a little boy, son of a gentleman on board, came running in calling out, that there were "Elephants in the water," which caused a roar of laughter. We say a nunfish floats in the water. I began to read Dr. Cuthbertson's journal.

Smo. 24. First Day. Got up on deck soon after breakfast. I attended a service which was performed by a young man on board, who is going out as a missionary. Early in the morning a vessel was spoken, the "Cherokee," 9 days out from Greenock, on her way to Demerara. It was a very beautiful day, a very soft air & pleasant breeze, which refreshed in the evening so that at 8 we were going 11 knots an hour. The phosphorescence was very beautiful in the wake of the vessel, I cannot describe it, but it looked somewhat like steam with the sun shining upon it, or more like a stream of silver rolling & swelling, with every now & then a bright glarple in it, like a beautiful star.
the waves too seemed tipped with silver. I stood looking over the stern at it for 1/4 of an hour or 30 minutes. Going 9 knots in the evening.

We saw a small brig, or brigantine, & a barge at some distance off. Began to read Hardwich's Chemistry of Photography. Played a game a two at a sort of quinto played with pieces of rope spliced round in a circle. Lat. 43° 23' W Long. 14° 0' W.

8MO. 26. Third Day. Cloudy generally with gleams of sunshine. A fine wind aft going along beautifully, with studding-sails set, at the rate of 9 to 10 knots an hour. Lat. 40° 35' W
Long. 15° 3' W. There was a great dispute between the 2 cooks in the evening, which the mate had to settle.

8MO. 27. Fourth Day. Going along well, in the evening, a small ship vessel was passed not more than 3 1/2 a mile off, but it was too dark to see
much of her. I forgot to say before that as the saloon table was rather crowded I thought it would be to the convenience of all that I should dine with the officers & children which I now do. Long.

Tr.  

Emo. 28. Fifth Day. Very fine day, and what wind there was fair but not going more than 5 or 6 knots. In the evening some of the passengers had a dance, one of the gentlemen playing the fiddle. I had some games at dominos with one of the ladies in the saloon. The sailors are busy cleaning the arms, viz. guns, pistols, & cutlasses. Long.

Emo. 29. Sixth Day. Nearly a dead calm, very hot & cloudy, going perhaps 2 or 3 knots in the morning. We expect to see Madeira to day. In the morning the hogs we passed a ship covered with barnacle (perhaps from some wrecked vessel) which had several fish swimming about it. It became calm about noon but in the afternoon a breeze springing up from the N.
to as to take us along at the rate of 5 or 6 knots, an hour. About 6 o'clock the captain saw Madeira from the forecastle yard, but we could only see the boom of it on deck. Lat. 33° 26' N. Long. 77° 42' W.

We passed a barque a good way off bound the same way as we. Wrote a little to E.B.

8mo 30. Seventh Day. Wind from the W, very fine.

I got up at 5 & had a dip in a tub they have on deck for that purpose, it was very delightful. The barque we saw yesterday was just in sight but she was out of sight by 9. We passed a large full rigged ship some distance off. We hoisted our name & she hoisted some signals, but we could not make out any more than the name. It was the Nugget, emigrant ship from Liverpool. By 9 o'clock we had got so far ahead of her that she was out of sight. 7 a.m.

Long. 1° E into the NE trades.

8mo 31. First Day. Very fine & hot, in the evening going 9 1/2 knots with the wind in the quarter. One of the Wesleyan Missionaries performed service in the morning. On the
two young gentlemen got on the forecastle & had to pay their footing another only got away by running for it. Lat. 19° 52' W.

**Day 1. Second Day.** Got up a little before 5 & had a bake. Sun rose like a ball of fire, without a cloud. Found my footing in the morning. A barque was in sight when I came up a long way ahead. In the evening a person gave a short Lecture on Natural Philosophy.

I then there was dancing & the little cabin boy was knocked down & brought in insensible, the doctor feared it was continued concussion of the brain & when I went to bed he was insensible & in a very dangerous state.

We are 146 miles ahead of what the Red Vacket was on the same day out. When that made the voyage in 69 days. Lat.

**Day 2. Third Day.** About 9 o'clock we were abreast of the barque. She was a Hamburg vessel. We hoisted some signals but they did not answer them. Billy, the cabin boy, was a good deal better & got up a good many flying fish.
Qmo 3. Fourth Day. Set up early. anchored in Sight
sent down the major royal & sent it up again as a man should
early in the morning. There was a common
prayer meeting in the evening. I will here give
a list of the passengers: Mr. Lamoon, his wife & 4 children,
Mrs. Ross, Mr. Brighton, Mr. Nash, Mr. Grinstrod, Mr.
Gillham, Mr. White, Mr. Drew, Miss Edwards with her
same niece, Miss Matthews, Miss Lotimer, C. Mould,
Mrs. Bell & myself. The officers are Captain Brown,
Mr. White, 1st. mate, Mr. Allen, Mr. Henderson, &
Mr. Armstrong, a boatswain & two mates, & 60 (abt.)
sailors & apprentices. There are also a doctor, Mr. Howitt,
a purser, Mr. Bell, 4 stewards, a stewardess & cabin
boy. Three stowaways have been found, one
was flogged & put in irons to day for not working.
I at:

I. Long.

Qmo 4. Fifth Day. Got up early at 5 I had a bath
in the tub. One of the stowaways threatened to
set the ship on fire so he was put in irons,
I went up to the main sprak yard with
the boatswain. Weather has been very beautiful.
for the last few nights casting a reflection on the water. The moon also is getting fine. There were a good many swallows about (I should think migrating) one of the apprentices caught one in his hand as it was flying but let it go, one of the sailors caught another & gave it to me, but I let it fly.

19th S. Sixth Day. Got up at 5 o'clock & had a bath in the tub. Read a book for some time in the main tub, I also got up into the mezzatub. After breakfast we were all alarmed by a cry of "a man overboard". I was horrified to see him float past the larboard quarter, a buoy was thrown him as he passed, which he got & there was a general rush for the poop. The ship was hove to directly & the helm put down, the main & cross-jack yards being backed & the fore yard fell. The crew were at breakfast & the third mate, Mr. Henderson in bed half asleep but nevertheless they all rushed on deck & the boats were down.
meant in between 3 & 4 minutes & the ship bore to although she was going 9 knots. I'm going under the stern, a hook attached to a fishing line, caught the 3rd mate's arm & tore away some of the flesh, but they kept on it after a-while watching from the vessel the boat appearing like a cockleshell on the water & often being invisible by the waves coming between us & it, after being absent an hour the signal to come back (an ensign tied up to a rope to the mast head) was hoisted & the boat came back, when it came close to the ship it was seen that the man was on board & 3 hearty cheers were given, he had been in the water 1 1/4 hours & was picked up as they were coming back. It was the stayaway! I had been put in cold the night before, as I have said, but I had my iron taken off & was taken up on deck for a few minutes by one of the men, when he made a bolt & jumping onto the bulwarks jumped overboard. When he came back he was
soon revived & wore yet on his hands. He was first in the hatch house. In the afternoon the cabin passengers made a row about their salt beef & pitch a beautiful piece overboard. I said it was not good. A vessel was seen for a short time on the port beam, in the afternoon. The cook (a black man) & one of the sailors had a fight. The cook got his face cut open. So here are 3 jobs for the doctor today.

Lat. 20. Long.

9mo. 6. Seventh Day. Very hot day, we lost the N.C. head. The seaman who had jumped overboard, was very henful & he made the mate let him go & he worked very willingly. The sailors had some grog served out. They were placed abash the main mast & sang a good many songs. Lat.

9mo. 7. First Day. The church of England service was read in the morning. About 12 the Hovadji of Newbury Port (U.S.) homeward bound passed near enough to speak we reported ourselves as the White Star, from Liverpool to Melbourne, 19 days out.
all well. Shortly after we passed the Hohion bound to Cork, which we signalled. She wanted to know the longitude. Another of the missionaries preached a sermon in the afternoon. About 4 P.M. we saw she was a steamer after the French. A Chilean 8 gun man-of-war passed us stern. She seemed to be bound for Valparaiso or somewhere. Headed N 2 vessels were seen on the larboard beam. 7 about 2, 2 more. Some of the passengers had a quarrel in the evening. 1st a.m. 26° 30',

9 a.m. 8. Second Day. Had a bath about 5. Three vessels in sight on the larboard quarter. Very calm day. It looked very equally on the night.

9 a.m. 9. Third Day. Weather equably but splendid wind going. 15 knots about 6 & 1/2 at 8. Turfed & set royals several times. We averaged full sail all day. I had to go out of breakfast in double quick time to go to the lee quarter & then came in again & finished. Set royals.

Signed to here. C.B. A.M. D.S.

Gmo 11. Fifth Day. About 8 A.M. we saw a waterspout about 2 miles off on the port bow. I did not see it till it had broken but still I had an idea what it was as you will see in my sketch book. Saw several Albacore jumping out of the water. Crew polishing the decks & rubbing the paint work. Saw a vessel. Nearly calm at 10 A.M. not going 1 knot. One vessel seen to day at about 8 A.M. We saw a great quantity of flying fish, a common occurrence. The wind was SW by S.

Gmo 12. Sixth Day. From about 12 to 4 this morning it was a dead calm. Saw several vessels to day we see very great numbers now every day, captain seldom saw so many about here. When I went to bed there was a brig ahead which we were overtaking. The captain said he thought it was a man. About 1 passed her so near as to speak her & found she was the Royalist.
25 days out from Glasgow on her way to the Cape. We left her (1 for her & 2 for ourselves) by saying we thought the war a war.

Sno 13. Seventh day. About 1 part of a shark was caught about 6 feet long. The sailors made a good mess out of it. At 6 p.m. Sailed with to the northeast.

Sno 14. First day. At 6 passed 2 vessels standing to the on the other stack. At 11 reached ship to the 3
At 4 P.M. Spoke, the Belle of Warren, R.D. out on a whaling cruise. We saw several men on the block out in her crow-nests. Blowing strong ahead. One of the sailors got his skull fractured by a block when tacking. Shift, I was taken down senseable.

Sno 15. Second day. Several within company. There was a great row, one of the strange passengers got drunk & beat his wife, her brother interfered with
caused a fight, so the sailors were sent down to bring up the man who was defending himself with a knife, they brought him up. I put the lines on him. There was a great crowd round him so the captain got into the hatch house with a handspike. He called out that he would split the first man's skull who touched one of his men. The first and second mates got rather the worse for liquor at night. I cursed and swore and abused the strange passengers, then at 10 p.m. the lights in below went down. I put them out. I abused the passengers so that the captain had to interfere. The boatmen piped all passengers below. There the thing ended.

Gmo 16, Third Day. I forget yesterday to say that skiflet came on board for the first time. A lighted lamp was thrown overboard but no having went forward. In the morning we saw a vessel. In the afternoon it was reported that skiflet was to come on board. I still thought about it the same aft in procession.
with a bident or spear he thrust a thick piece of wood through cut out of a soft & bony tin, he was dressed in imitation fur made of the stuff they put on the rigging to keep them from chafing, with his wife on his arm (a doctor dressed in women's clothes & very well he looked) the doctor with a long white beard & a wig with a box of pills (sheep's droppings rubbed with flour) with his wife. 2 barbers with wigs made of rope yarn (not tawed but white) with razors & the proper shape, made of rusty blade. A foot long & jagged iron hook fitted to a deal handle & each with a stick of deal & a pot of shaving mixture, made of tar, grease &c. The party was well supported by policemen of whom there were 6 or more, with tin numbers & dressed as much like police as possible with belaying pins &c in their hands for staffs. They made the circuit of the deck & then went forward where a tub was ready they got the hose clipped & some men at the pump on the forecastle & then proceeded to
fill the tubs, & wherever curiosity led the teenage passengers too near, the hose was turned & played well upon them so that they got pretty wet, there was one man who got thoroughly soaked with the hose, & he began to show fight in which there was a cry of "Police! Police!" & he was almost drowned, he wore handcuffs & said he would be revived & a great deal more but all he got for his pains was a good laugh. They took him shaved 2 of the stow-aways forward & then brought the tubs aft so that we could see. The following is an account of the operation. They caught a victim blindfolded him, stripped him to the waist, & tied his hands behind his back, then placed him with his back to the tub, & tipped over & then lifted up & set the same way again, one of the barbers then stood ready with the tar brush, while everyone asked him, where he came from, what his name was, what trade his father was & if they answered the tar brush was dabbed into their mouth.
if they didn't they got a pill every time. They then called out "Number one." One of the barbers washed him, shaved him, then strapped his razor. Then "Number 2." Another barber performed the same operation he was dipped again and then taken off. The line (taken under a piece of the bed across) & then taken forward & allowed to clean himself. The stewards, several apprentices, Ordinary seamen & were shaved. They then got the after those dipped, & they pumped on the cabin passengers (not on the ladies although we got wet accidentally) I had great fun all of us. The sailors then had some grog served out & so the day closed.

Smo 17. Fourth Day. Wind $ which is the course we want to go. In the evening the sailors had a lot of liquor given them (from a subscription of the steward passengers) several got regularly drunk, & many rather foolish under the influence of liquor.
The captain & 2 of the cabin passengers were quite drunk & behaved very foolishly & the second mate. There was a great noise & disturbance & many of the cabin passengers were much disturbed at it. There was a good deal of dancing & singing & the captain fell down while dancing on the main deck. He was slapped on the playing the song.

Gmo. 18. First Day. Steady head huge. At 6 a.m. we crossed the Equator. The brother was put in chains for being drunk & disorderly & not doing his work.

Gmo. 19. Sixth Day. At 8 set main shroud. We saw us vessels at all they are beginning to get very much nearer now we do not see them clear so often now. We see lots of flying fish every day now they have a very pretty appearance in the sun, looking bright white, & flying up in schools of hundreds.

Gmo. 20. Seventh Day. A fine day we saw a vessel in the distance on the starboard bow,
which proved to be a barge which sailed nearly as fast as we did, but we gained a little on her. A few days ago but I forget exactly when, we saw a little shark about 3 or 4 ft long swimming under the stern. The hook was baited but it would not take it. Believed to have SS traders.

**June 21. First Day.** About 9 a shark was seen around but we were going too fast for it to follow & so it stopped behind. The church of England service was read by one of the passengers in the forenoon. The equinox day we had a beautiful sunset. I have not been able to see the Magellan clouds or the Southern cross yet although they have been seen.

**June 22. Second Day.** Fine day with heavy squalls of rain & wind, in one of these we went 15 knots & soon after it got so calm that I don't think we went more than 4. Saw a vessel on the port quarter in the late afternoon seemed to be going towards Bahia by her course,
we being now abreast of Barbia. Lat. 13° 8' S. Long. 30° 3' W.

The weather was enterred to day. We saw a beautiful rainbow in the afternoon caused by a squall of rain which passed astern but of which we did not get a draft. The pilot gave us a tune of the bagpipes, to the great disgust of many on board, but to the enjoyment of some. I saw the Magellan Clouds & many Southern Crosses were seen by different persons but I believe nobody saw the true one.

**Sept. 23 Third Day. Fine, with frequent heavy squalls of wind & rain. About 8 saw a vessel on the weather bow going the same way as we, at 12 we came up with her. She had Sardinian colours flying although they were not the proper Sardinian colours being like this. She was a brig with very broad bows & very high in the water, she put up her longitude on her side & we put ours there too. The captain was a tall man with a red cap but a tall man & stood very erect. She came dropped astern of us to Leeward
although we passed toeward of her. They want to
sight Trinidad if the wind will allow but it is doubtful
if we see it it will be tomorrow afternoon or evening.

Taylor one of the other intermediate passengers held
an auction, selling good stores at 1/6, a piece.

Nov 24th. Fourth Day. Got up about 6 & had a bath in
the bath. No chance of seeing Trinidad as we kept
giving our wrong course. Very fine day with a fine breeze.
The crew painting the masts & sky-lights which
made it very unpleasant to sit in deck
if you were not fond of drops of white paint on you.

Nov 25th. Fifth Day. Got up about 6 & had a bath.
Time & suffing very little wind. Some of the gentlemen
amusing themselves by firing at half-crown with
a revolver. The second mate, very drunk all night
(could not keep his coat) & in the morning tumbled in to
breakfast & cursed & swore very much. Painting the
masts, got almost everything you touch had paint on
it. With fair part wind & tail (weather) set & went to
Mare Island with a range between 4 & 6 for the 3d.

contacted by email
Wrote a bit more of a letter to my sister. Became nearly quite calm in the afternoon hardly a ripple, a very sultry day. Thermometer upwards of 115° with the hot shade of the sun. A very beautiful evening. The stars very bright, all looking out for the southern cross if one pointed out which was said to be it but we think others said it was not it.

Oct 26th. Sixth Day. Sailed in the evening. I got up. I had a walk. Very calm, not moving at times. The vessel rolling lazily, like a log on the water (there being far more motion when calm than if we were going several knots) the sails flapping against the masts & the sun burning down fiercely on your heads. Saw two vessels which crossed our bows, one an English barque, thought to be a Liverpool one, & an English hermaphrodite rig, asked us "What ship is that?" we answered. We saw some whales in the evening sprouting, several of us ran up the rigging to watch them & saw them very plainly. A very
beautiful sunset, golden clouds & the sun seen through small holes in them, which had a very beautiful effect, I watched it from the upper deck, where you can see the sun some seconds longer than on deck. One of the sailors says he can see the sun go down on deck & then get a sight of it at the main track in time to see it go down there. At 8 am we were 10 miles past the tropic of Capricorn 23° 40'. A very beautiful evening stars very fine & bright.

9 mo. 27. Seventh Day: Fine beef with light airs, right aft going 5 or 6 knots. When I came up a little after 7 saw a ship ahead which we were overtaking & another ship on the starboard bow going another way. By 8 we were nearly abreast of the 1st & found she was the English Ship Cocklins (they think but are not sure as they could not make out the signals well) all studding sails set & everything else, except
The fore and aft sails. In the evening there were some appearances of high wind.

Jan 28. First Day. Blowing hard all night, too rough to have prayers on deck. Mr. Larmore read them in the cabin. Took in the mainails about noon. In the afternoon, hauled a good deal during the day. In the night there was a great disturbance, one of the quarter masters got drunk, thought the ship all alee. Nearly attacked. The third mate ordered him out of the wheelhouse he was insolent. They made to strike him, they then had a regular fight. The 3rd mate giving him a black eye, bloody nose, etc. The irons were then fast on him. He was locked up in the alleys. In the morning drew a barque, the practice being done very close. In the evening drew much more. A good many cape hens, 3 cape pigeons about.

Jan 29. Second Day. Very cold day, not blowing so hard & the wind more ahead. Great numbers of cape hens & cape pigeons about. The cape hens are dark brown with white heads. The cape pigeons are less & are speckled black & white on the wings, & white bodies & the under sides of
I got a box up out of the hold & got done...
things out I packed away my dirty clothes. A barque was seen on the starboard beam in the afternoon. We had a very beautiful sunset, think the most beautiful we have seen since we came out. It set behind some clouds which it tinged the most beautiful golden colour & the light streamed up & coloured the clouds pink & very beautifully. The days are beginning to get longer now.

10 mo. 2. Fifth Day. Wind a good deal fairer going S in the morning, Dorse & we want being SSW. About 7:30 A.M. a barque was abeam of us which we had over taken; the hoisted Dutch clothes (Holland) I seemed to be steering the same course as we. In the afternoon it came on to rain fast & it blew harder, at 8 P.M. took in fore & main top gallant sails & were going 15 knots. A very wet evening & very cold. In the evening employed myself painting pages.

10 mo. 3. Sixth Day. Going 13 to 15 knots all night & L.G. (our right course) broke off to 9 1/2 E this morning. It blew a regular gale between 12 & 4 this middle
watch) in the night. I was awake with the noise in the night. I heard the wind whistling at the water roaring & gurgling as I lay in bed, the orders of the officer of the watch, repeated by the voice of the boatwain, then the song of "Oh! the boatwain, the White Star bowline," by one. Then the chorus of "Haul on the bowline, the towline haul," bursting in, had a very nice effect, then the officer calling out "Belay!" Then the boatwain's whistle. Such are the sounds you hear on board ship when it is blowing hard, added to the creaking of the timber, knocking of doors and the occasional fall of something when the vessel gives an extra great lurch. The water came in a great deal into some of the weather cabins (one or two of the lee ones, but we on the lee side did not get any). It is getting very cold now as we shall be in 35° S. I suppose so far. Considering the wind the ship is going very easily with backing & laying over much, but there the wind keeps the sea
down a great deal. It rained all day except a little in the afternoon when I got on deck.

18th Nov. 14. Seventh day. I rained all day, there was a pretty fair wind & we went 17 knots in the night. In the forenoon another hand was shipped that is a child was born in the tween decks. I have lately been reading Graham's Chemistry which had been lent me by the doctor. Some hump about they are the same colour as a cape hawk, have light coloured bills & are much larger than the cape hawk & have different shaped wings. We are off Gough's Island but not near enough to see it.

19th Nov. First day. Constant showers of rain all through the day. In the morning we saw two fin-backs (whales) shooting astern. It was too wet for service on deck so Mr. Lamoure read them in the saloon. The wind much fairer going 2 or 3 points free.
10 mo 6. Second Day. Fine day on the whole but with occasional showers of very fine small rain, and thick fog which made the mast look as if they were enveloped in smoke. The decks dry for the first time for 4 days. The wind light, we were going for some time in the night 7 to 8 knots an hour, running 31/4 since yesterday. Towards afternoon wind fell off and we did not go more than 5. All the crew employed bending a new main top sail here were upwards of 30 men on the yard. It was done in a very short time, the watch trying which could get done first. It is said we were near an iceberg in the night. Several people, 3rd mate, 2nd mate, 3rd mate and 3rd class, all the boatmen's mate paid they thought so from the wind coming very icy cold for a few minutes. They thought that from this that we had got to leeward of one.
10mo 7. Third Day.

Hydrostated one side of the booth in the morning to the great annoyance of those who slept on that side. Miss Edwards is very ill to-day, also S. Bell.

The wind is almost right aft but very light going hardly more than 4 knots. A cape pigeon was caught by one of the stowage passengers & put in the then cooze. It got the hook stuck into its wing & it was swimming under the line. Many endeavours were made by different persons (self among the rest) to catch more in the same way but without success. They are very pretty birds with black beaks, black eyes & black webbed feet. They bite fiercely & make you feel if you meddle with them. Very foggy at times you couldn't see any distance hardly, on the sea.

10mo 8. Fourth Day. Wind improving going 8 or 9 knots in the evening. Very foggy at times & heavy showers of close small rain occasionally, going along very smoothly almost as if we were in a
The harbour, there being no swell only a ripple. The pieces of wood put on the table to prevent things rolling off were taken away. Hinged on one side of the poop which was rather annoying. S. Bell still ill, complains very much of chest ache.

In the officer's mess we have breakfast at 8, dinner at 1/4 past 1 P.M. tea at 6 o'clock. I generally get up at 7 or half past now, as it is getting cold.

I was down in the purser's store room for a good time in the morning it is under the saloons, if you go down into the intermediate place to get to it.

10 mo 9. Fifth Day. Last night we went 13 knots at 11 & 1/2 I went about 8 A.M. in the morning. Wind almost aft. Wrote some more of a letter to E.B. I did some signal flags for the wheel house in the morning. A pretty fine morning but rather cold. A good many birds about some with white breast, bellies & dark brown.
...a few...albatross. I never saw such quantities of birds before, if anything is dropped overboard about 20 or 30 will souse down to fight for it. The difference between albatross and gannets is that the albatross have white heads and tails on the back, whilst the whole of the albatross's body is white on the back. I read 2 chapters of Tacitus' "Germania" this morning.
10 mo 11. Seventh Day. A beautiful day, the sun shining brightly
not very cold, the wind right aft going along 11 knots or so.
Thousands of Whale birds about also cape pigeons & one
or two Storks. A little rain, the whale birds look
very much like flying fish sometimes when skimming the
water & very beautiful. It came on wet in the afternoon
so that you could not get up on deck.

10 mo 12. First Day. Almost calm all day, sun
shining brightly ship rolling very lightly. About
8 or 10 all across flying about & some other birds. About
half 2, the mate hooked one but it got loose
as the were hoisting it over the stern. While they
were at dinner one of the quarter masters hooked
another & got it right up on deck, in a nearly
drowned state, (it measured 10ft 10 across the way)
& there was instantly a tremendous rush to see
it. One of the passengers next hooked a
Stork & hauled it up. After dinner, two
more all shot were hooked one of which was rich
directly it came on deck & threw up a lot of
glistening pink & white stripes. A weak fire was also hung out with 3 hooks on + 3 allatones got hold of the hooks. I rode the line & they floated away all fastened together, which started the catching as nearly all the rest followed. Mr. Wright got 3000 pounds from his 2000. The other 1200 tons of the herring was cut up for its webs, head & wing bones. At night it was a dead calm, hardly a ripple on the water.

10mo 13. Second Day. A very wet uncomfortable morning, but a good wind although we can't go our course to windward. A great herring of allatones going forward, they preserve the skins with bine out of the harness each.

10mo 14. Third Day. Blowing, Raining hard + blowing + very cold indeed. Sailed with several times, I at last the wind came fair & pretty strong but fell considerably at night. My birthday I did not think of till evening when J. B. reminded me of it. I little thought this time last year when at Bootham that I should be on the thence as eclipse of the moon last night & only a small portion of the limb was visi
wide ocean in a year’s time, on my way home.

10mo. 15. Fourth Day. Very little wind & what there
was shifted continually, but it was fine
which made it a great deal more comfort
as you can get out on deck which you
can’t do when it rains.

10mo. 16. Fifth Day. Fine day, with a good wind.
The gentlemen warming themselves & also am
themselves with follow my leader, & drilling
with muskets &c. I got some thread while
they were at dinner & hung it over the
stern & it had not been there long before
a “Mother Carey’s chicken,” a Tommy-pitch, got
it foul of its wings & I hauled it up. I
then took it down to show the ladies who
made me promise to let it go which I acco-
did much to my annoyance.

In the afternoon I tried again, & now
caught a whale bird, & a mother bale
both of which I killed. Other lines were
wore hung out in plenty & a mother Carey was caught but let go again.

10mo17 6th Day. A bright cold morning not much, it hailed a good deal & also snowed about 8 A.M. not much wind. In the morning I grimed the "mother Carey" with the assistance of one of the apprentices & rubbed it with whiting & pepper & in the afternoon partly trimmed the whale bird, which, by carry one of the guards finished for me. We played at fris in the corner of "prisoner's peace" in the evening. I tried fishing with lead again but did not as good. Saw a shoal of porpoises in the after the second shoal we have seen caught in the 10mo18 7th Day. Very little wind but a heavy swell, a fair day & not very cold. Fishing again but caught nothing, but got a mother Carey which a boy caught on my line & gave it to W. Grindrod. A whale bird horizon & two three mother Carey caught.
Some late coloured bills very much like pigeons but larger were flying about & every one was very anxious to catch me. Gentlemen going through the platoon drill with the muskets & bayonets.

10th Oct. First Day: When we got up in the morning I was rather astonished to see that we were making along 15 or 16 knots with a splendid NE breeze. It was a beautiful day but cold, the spray dashed over her & even on the poop & wet the decks as if it had been raining heavily. We had prayers read in the saloon in the morning. Towards evening the breeze increased & we flying along at the rate of 16 knots. The wake & lee quarter were a sheet of foam but the sea was very phosphorescent. The wind came more off & increased at about 10 they took in the main & mizen royals. The spray dashed very much over the poop & a sea struck her every now & then & shook her bone
stem to stem I gave her great jolts. She made a regular fountain with her cutwater. About 10 the afternoon the foremostmast studding sail was set, soon after we heard a crash, and behind the boom had dropped short off the yard had broken in two & the sail was rent from one half flew over & flapped into the water, & it was a pretty hard job to get it set to rights again.

10 mo. 20. Second Day. A very wet morning. High falling not going more than 8 knots in the morning.

The crew gave the rolling one got smashed by falling & the things at breakfast had a great inclination to roll out of their places. The crew were employed getting it mended.

The vessel rolled very heavily, making all its "bones" creak very much & some laughable incident happened: thus the boy bringing the dinner from the galley tumbled down with the dish in his arms to his efforts.
to keep the ship were very laughable. A man rolled under a spar on deck & just as he got there a tremendous lot of water washed over him. The handle of the saloon door came off & performed an amusing revolution of the deck. The coat-tail fell off the table at breakfast & rolled about the saloon (being very strong) like a ball. I fell down once & sat down & slid from one side of the poop to the other vainly trying to stop. In the evening the wind came more from the SW & it cleared up, but was very cold.

10 mo 21. Third Day. A fine day & a fair wind but very little of it. Not rolling quite so much but still quite enough. We had a tremendous mess from the can of water being upset by a carpet bag falling down. Very cold the thermometer stood at 3°C on the poop in the evening, but still
it was very pleasant on deck, if you kept on walking at a good pace. The boxes rolled about in our cabin considerably during the night. It rained at times during the day.

10 mo. 22. Fourth Day. A fine day with a wind a little on the quarter but not strong. About 9 A.M. a squall of wind and snow came on which continued some time. The thermometer being at 32° & we had some good fun snowballing the people on the main deck. In the evening the wind came stronger SW & it became fine & clear. In the night it snowed hard & laid half a foot thick on the deck & I was also on the sail. Some of the gentlemen had great fun, snowballing.

10 mo. 23. Fifth Day. A fine clear morning but extremely cold, the wind being from a cold quarter. A good many birds about. About 10 the alarm was given that an iceberg was in sight, & there was great
excitement & training of eyes to see it. I went up onto the crossjack yard & there I got 2 or 3 glimpses of the supposed iceberg which looked to be white & of this shape. But when the captain came up aloft with his glass he found out that the iceberg was nothing more than the spotting of a school of whales. It was dreadfully cold aloft. I'm in the morning early carried away the other foretopmast triangular boom, as they were hoisting the sail up.

1846. 24th Day. A very wet morning, there being a North Wind. Have caught cold, some & have a sore throat. It is much worse this morning from the wind being North.

In the afternoon it cleared up as the wind shifted & became very fine & warm; it was very pleasant to be on deck.
10th. 25th. Seventh Day. A beautiful day & very pleasantly warm. but rolling very much as there is a heavy swell, which causes laughable scenes in the cabins, as the boxes block up the doors &c. A woman (in the steerage) fell down & cut her eye open, in the morning. There was much more wind in the evening.

10th. 26th. First Day. Very fine & pleasant in the morning & glorious breeze but about noon it came on to rain & the wind fell & came quite aft. About half past 12 the halyards of the forefoot & the after topmast broke & the yard came down onto the top cap, from the great holly of the vessel it went out about 4 again. At dinner the rolling produced queer effects, the leg of mutton rolled off the table onto the floor at dinner & several diners got broke. About half past 5 the topsail came done again right onto the face of the pin, nearly the mast having broken. Both left & the halyards. They had great work getting it up again. It was raining pretty yet it was a good day the goods did not leak so it would have been worse the day before. We had prayers read & the Lord's prayer & the hymns sung.
20mo 27. Second Day. Very fine a pretty good wind aft.
The boats are now his foot jammed on the fore
trisail yard. Some of the gentlemen went
for a change to sit in the mizen chains.
I accordingly followed their example and
found it very pleasant. Wind got
20mo 28. Third Day. Last night about
1 o'clock a heavy sea struck the vessel
which awoke me, almost directly after they
hauled up the mizen-topgallant sail and
crossjack which latter made a tremendous
shaking & noise. Almost immediately after
the wind veered round in a minute, 12 points
from the port beam to the starboard quarter
I nearly took the ship aback so that
she had to go NW from S by E till they got
the yards trimmed. It then came on to
blow harder than we have had it before
Before the wind shifted she was going more than she has done before this passage. In the morning when I came up we were running with the fore & main royals & spgallant sails & the mainsail & crossjack, the jibs, stay-sails & spars were stowed. The waves were very fine much larger than we have yet had her.

In the afternoon a sea came over the bow & delayed the balloon. The sea fell very much towards evening, & the wind came on the quarter & more sail was set.

10mo 29. Fourth Day. Dull day but a good wind.

Just as we were finishing our breakfast, we were alarmed with the cry of "A man overboard" we rushed up instantly & saw him some distance off swimming hard for the buoy of which two were thrown him. The boat (Harbord & Co) was immediately lowered (under the command of Mr. Henderson the 3d. mate) & the ship move to.
The boat immediately set off in quest of the man, when it had been gone some time it was a long way off to windward hardly visible, the ship was sail was set & we went on by the wind, we soon lost sight of the boat altogether which occasioned great uneasiness but on tacking we soon saw it & about half past 11 the boat returned, said to say without the man. Mr. Henderson said that in the boat they had lost sight of the ship altogether having been 9 miles off, it had to hoist a man on an oar to see if he reported that she was sailing by the wind if the men were afraid that she was going to leave them but were relieved by seeing her back. He said the albatross & other birds came so near that they could have knocked them down with if they had tried. They saw no trace either of the man or of the life buoys.
The had been drawing water at the gangway from fellow, & the sail sheet had lifted, & pitched him right over. It threw a gloom over the ship for all the rest of the day. He was a very respectable young man from Edinburgh. It went by the name of Ben, on board.

10mo 30. Fifth Day: A fine day & a splendid wind we are off Hong Kong Sound to-day, & going along splendidly. They had a lot of the mail bags up on deck in the afternoon, as they had got wet. There are 127 bags of letters & newspapers altogether. The crew were employed scraping down the mast to get it ready for use. The steward & the 2nd steward (Mac) had a furious squabble in the afternoon which was rather laughable.

10mo 31. Sixth Day: A beautiful day & very mild & a good wind going about 10 or 11 knots. Crew employed getting up chain cables (with the spars) from the hold. The sea is
as smooth as a mill pond almost in consequence of our being under the lee of the land.

In the afternoon they got the chains through the hawse holes & shackled onto the anchors & got all ready.

11mo 1. Seventh Day. In the afternoon it became nearly calm going about 3 or 4 knots. We are now about 600 miles from Melbourne. They had a regular Saturday's cleaning all over the ship today, to get the vessel ready for port. Washing decks, boats & scrubbing down the paintwork.

11mo 2. First Day. Very fine & pleasant in every way but in the nautical sense; for it was nearly calm going about 3 knots. In the afternoon a breeze sprung up with small rain & we went about 7 when I went to bed. Mr. Larmoon read service in the saloon in the morning. In the evening Mr. Routnley, Abingdon, and Dr. Gookt got drunk & made a great noise. It then was a roar down in the covers decks through some of the steeage passages, getting drunk.
Monday, 3rd Day. A beautiful morning and a capital SW breeze, going about 10 knots in the morning, I now in the evening. In the afternoon it came out screened for a short time. I went up into the main topsail also into the fore rigging for the first time. They were getting tackles ready to set the anchors over the side. We expect to be in Melbourne on Wednesday. Ever since we have passed the kerguelens we have seen Quantie seaweed, more or less every day, it is a very coarse kind & I think the same as is common on the in Sandy Bay in the Sandwich.

Monday, 4th Day. Last night there was a good wind but with very heavy squalls. In the morning a fine wind going about 12 knots & very beautiful weather. Sea is beginning to set greenish white as we approach the land. In the evening at 8 p.m. we were 200 miles from Cape Otway & Mr. White went up to the mast head & says the moon off it. It was first visible on deck about half past 5 & there were great rejoicings. It was
The land where the Schooner was lost. Took a sort of rough sketch of it. In the evening about 8 we saw Cape Obway revolving light (once in 3 minutes). As it was the last evening we should all be on board together the gentlemen had brewed some punch & then they sung songs (keeping very orderly) till between 10 & 11.

11 mo 5. Fourth Day. When I got up in the morning I found we were just off the Head (about 3 miles) & that several guns had been fired & rockets set off by the pilots on board. 16 cannon were fired on board about 6. At 8 we got in about 11 a.m. into the Heads of the Head office. Captain Smith was on deck about 12 a.m. They soon began to sound, as the wind changed, the depth, we had very light winds so that we did not get up to anchor till 1 P.M. In coming to anchor when we were amongst the shipping we ran into a little big at anchor & carried away her mainmast. We had our own main topsail hauled on & all the gear off the
soon we came to an anchor close to the Morning Light. I found that the City of Hobart Steamer had waited for us as soon as we had been telegraphed from the heads. We were soon surrounded with boats, and many of the passengers were preparing to go ashore. The mails were sent ashore quickly. The mate of the City of Hobart came on board for the mails. Mr. White kindly spoke to him about us, and he at once offered to wait for a time for us. Immediately ran down and got my great box out of the hold, unpacked up the few things that I had still unpacked. I packed up the many that she had not packed. After a time after taking leave of all my shipmates I bid farewell on board the screw steamer City of Hobart, 615 tons burden, with 640 sheets and other cargo on board. She weighed like a three masted schooner.

About 5 we got fairly set off. We moved 30 to the hour to the White Star Line.
Melbourne behind us it lies in a hollow but as there represented if the suburbs only come down to the shore the town beg 2 mile off. We were anchored at William's town, the boats go to Sandridge & then the train takes you up to Melbourne. There is a light house (Painted White) on Bellbrands Point not far from where we were anchored, a great many vessels were lying in Hobsons bay when we came in, amongst them the 4 White Star Line's "Black Ball". We went down the bay passed the 2 light ships, I saw a beacon of coal on the E shore, we got out of the heads about 8 & saw the light houses on Point Sandring one white the other red (lights) got then in a line & got safe out. Here we found a heavy "ground swell" caused by the tide flowing out. The wind strong in which made the vessel pitch about a great deal so that several of the passengers were afflicted with sea sickness, the wind was right in our feet, but we went Ghosts with our stars.
As soon as we got quite clear of the heads it became smoother. We have on board a gentleman named Briggs for who knowing J.B. very well. Mr. Weel, Mr. Degrave, Mr. Butler (he & I are old acquaintances) & another gentleman & also ladies altogether.

11mo6. Fifth Day. When I came up in the morning we had past the Rodonto rock & past Wilson's Corner in the distance. We were abreast of Curtis Rocks at little after 9. At 12 passed Kents Gouge. V at 1 the Pyramid rock. At ½ past 2 we had at 4 we were abreast of Part of Flinders Island & the light near Barran. At 6 past 3 Hummocks at 7 passed Barron's Clarks Island. About ½ past 8 the splendid flash light on whom was seen. We lost sight of it in about ½ hour. All through the day there was very little wind & in the afternoon it
was a dead calm. There were myriad mutton birds flying about the steamer, almost came upon them often it sometimes instead of flying away they would dive out of the way.

11 mo. 7, 1867. 12th. Day When I got up at about 1/2 past 6 we were opposite Shevita island, & at about 7 passed the Hoo & Chickens off the end of Flinders island. At 9 we were abreast of Maria Island, & at about 12 we passed into the Bay a little before 12. We rounded the Pillar about 23/4 past 12, passed Cape Ranal between 2 3/4 & 4 past the in jet about 4 & got to the wharf by 6. As soon as I could I went as fast as possible up here & found all well & not at all expecting me to come.
Nov. 7 to Nov. 18.

Enjoyed myself at home going for walks &c. Mother had a baby called Mary Augusta at the beginning of Dec. She recovered nicely. We went up the mountain one day (started at 6 & got back at 10). We went to see a splendid junction, which led into deep forests. We enjoyed ourselves very much. Aunt Ann had a baby which died. It has been very ill since but is out of danger now. Before this, Grandmother, Annie & Emma went to the Isles, Ann Goldwin came & Francis & Emma went away to Belvedere.
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/23</td>
<td>Ether 1 oz @ 2s</td>
<td>2/1</td>
</tr>
<tr>
<td>25</td>
<td>Hypo sulphite Soda 1/4 lb</td>
<td>1/1</td>
</tr>
<tr>
<td>25</td>
<td>Nitrate Silver 1 dr.</td>
<td>1/6</td>
</tr>
<tr>
<td>5/20</td>
<td>Ether 1 oz</td>
<td>2/2</td>
</tr>
<tr>
<td>5/20</td>
<td>Minim Measure 1.</td>
<td>2/2</td>
</tr>
<tr>
<td>5/20</td>
<td>Distilled Water 1/2 gal.</td>
<td>2/2</td>
</tr>
<tr>
<td>16</td>
<td>1 Bottle (for Ether)</td>
<td>1/6</td>
</tr>
<tr>
<td>23</td>
<td>Tripoli 1/2 lb</td>
<td>1/1</td>
</tr>
<tr>
<td>23</td>
<td>Nitrate Potash. 1/4 lb</td>
<td>2/1</td>
</tr>
<tr>
<td>23</td>
<td>Sulph. Acid. 1/2 oz (box)</td>
<td>1/1</td>
</tr>
<tr>
<td>23</td>
<td>Sulph. Acid 1 oz</td>
<td>2/2</td>
</tr>
<tr>
<td>23</td>
<td>Bottle (for O3)</td>
<td>1/2</td>
</tr>
</tbody>
</table>