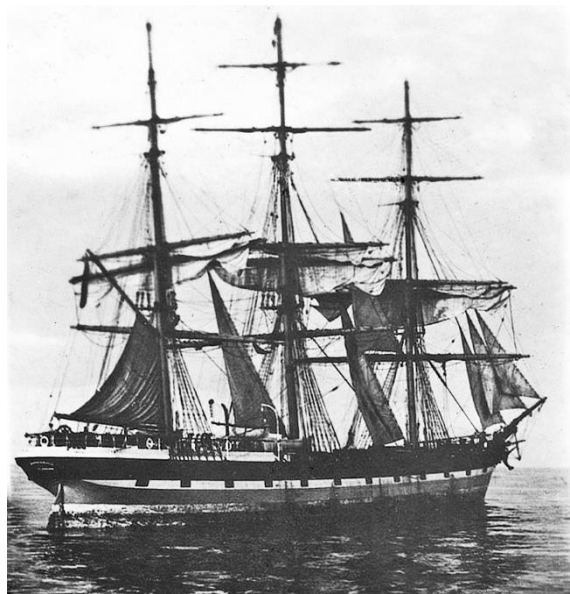


Log book of Herbert Russell Jackson

Ship "Invercargill" on a return voyage from London to Wellington New Zealand

Departed London 12 August 1896 – Arrived London 27 May 1897



"Invercargill" was a fully-rigged composite built clipper ship owned by The Albion Shipping Company (later Shaw Savill Line), launched in 1874.

One of six sister vessels built for the NZ service, she measured 239' in length, with a beam of 36' and carried both cargo and first-class and steerage class passengers.

This document has been transcribed from the original diary written by Herbert Russell Jackson whilst serving as a deck apprentice on a voyage from London to New Zealand and return.

Herbert went on to serve in further vessels of the Shaw Savill Line, and in the early 1900's served as a deck officer with the Bucknall Line, and later Ellerman Bucknall where in later years he served as Commodore up until his death in 1939 whilst preparing his vessel for service in WW2.

Herbert had the distinction of being master of the HMAT Katuna (A13) for the first convoy of troops gathered at Albany Western Australia to Egypt in October 1914. He participated in further convoys before landing troops at Gallipoli on the 25th April 1915.

The diary provides a daily account of the voyage, however for the sake of brevity, this document has been edited by his grandson, Russell Twomey.

The Voyage Begins

12 Aug: towed out of East India Dock on the Thames by the tug "Renown" to Gravesend where we anchored in the powder ground. Had the anchor watch all night.

13 Aug: took bower anchor in at 6am and sailed again at 9am. Towed down to Dover by the tug "Scotia". Beastly leaving home and very homesick.

14 Aug: blowing head wind. Put pilot off at Dungeness and tug left us at 6pm at Dover and so off on our own. Beating about in the channel awfully rough and going about every few hours.

16 Aug: still a beastly head wind off Portland and later on off the Start where we landed the pilot. Off the Eddystone and now 7pm near the Lizard. Hope to be able to get out of the Channel soon and then square away. Been lively ship all day.

18 Aug: wet day. Saw plenty of Homeward Bounders and envied them. Passenger and Skipper came in to the berth and we had a musical evening.

20 Aug: still fine, breeze about NW squally. Killed a pig, and saw a ship. We did about 240 miles yesterday; are going about nine knots an hour. We have a nice time in the dog watches, the passenger plays his banjo and all sing songs. In the bay of Biscay.

21 Aug: fine, breeze about NE. Ship astern and are gaining on her. Hungry ship, there's hardly anything to eat. Skipper and passenger came in this evening and had some music.

22 Aug: still fine; fair wind. About off Gibraltar. Saw two steamers and spoke to one ship astern. I hope this wind holds. This is a worse feeding ship than the last and more work. Had some music.

24 Aug: fine, nice breeze but not so strong; have gained on a barque and spoke to her. She is a Norwegian with coal from Newport ten days out. We unbent the mainsail and foresail, and bent fine weather one. Barque out of sight now. Good breeze sprung up. Had a musical evening.

25 Aug: fine day, nice breeze. Weather getting hot as we are somewhere off the coast of Africa. This is a hard working packet and nothing to eat. The mate is a rotten sort and not liked at all, and I shall be having a row with him before too long. Started navigation classes.

26 Aug: fine and hot; nice breeze. Gaining on a ship. Did some navigation. Hope to be in the tropics soon. Saw plenty of flying fish. Spoke to a ship and she proved to be the "Sierra Nevada" from Singapore. Had a bath. Wind dropped but freshened up toward night. Going 5 knots.

29 Aug: fine and hot; little wind. Freshened up towards evening. Had a good concert all hands; and the Old Man gave us grog.

01 Sept: fine day, nice breeze sprung up about 4am and freshened during the day. Going between 7/8 knots. Ship in sight but soon dropped astern. One of the Cape de Verdes is in sight with the telescope. Wind dropped and is now dead calm. Hope to make a good run out.

04 Sept: very hot; dead calm. Still got an awful toothache. Spoke to a steamer in the morning. Caught a shark about 2pm and it was about 8 feet long and had some for tea. Wind ahead and so broke off to W & N and so went about at 6.30. No wind. I wish a breeze would spring up. We were in 11 degrees position at noon.

05 Sept: AWFULLY hot; dead calm; heaps of fish about and caught about 100 so had at tea. Little breeze sprung up about 3.30; hope it increases. Can't sleep in bunks; too hot. We get bath, all of us every night.

06 Sept: fine day. Grand breeze; averaging from 9 to 11 knots. Captain is a fine sort; got spuds for dinner. The Old man thinks these are the SW Monsoons and if so hope they will take us into the SE Trades. I hope so anyway. This ship is a grand sailer. We are in 9 degrees at 12 today. Wind increasing. Took mizzen and fore royal in first watch, and royal and topgallant sail.

10 Sept: fine day; hot. Spoke to a ship and she was a German 28 days out from Rotterdam bound to Adelaide. Still head wind. I don't know when we shall cross the line at this rate. Still 5 knots.

13 Sept: fine day; ship in sight. Crossed the line this morning and at 12 noon we were 11 mile south of the line. Hope to get a good slant of SE Trades.

14 Sept: clewed royal up in first watch as it was a bit squally but set them again before 4am. Rainy at times ; fine day; good breeze. Ship still in sight and sailing about equal. Doing between 9 and 10 knots so hope it keeps up. Are making about SW course; wish she would lay up higher. Passed a homeward bounder during the night.

17 Sept: a ship right ahead. Very light wind. Caught ship up about 11 o'clock and she passed quite close; so close that the captains spoke to one another and she proved to be a Yank from New York to Algoa Bay 45 days out. She was called the "Sea Witch" of Boston and was a wooden ship with a main skysail. It rained pretty heavy during the afternoon and caught a good quantity of water so washed clothes, the first opportunity we have had since we left England. Ship broke off and the Yank went about, but as we came up shortly after, we did not. Some dolphins caught during the day. Ship in sight ahead and we are quickly overhauling her. The breeze freshening a bit and laying up a bit better. Ship passed about 7pm and she was a homeward bound barque. It was too dark to see much of her.

19 Sept: fine day; stiff breeze. Making about SSW. Mizzen royal split so made it fast. My birthday today and tomorrow we are going to have a bust up. Passenger gave me some cigarettes. Fine night.

20 Sept: Sunday. Fine day; grand breeze. About 20 degrees south; going course. Cape Pegous. Hope to make smart trip; shall have if the luck we have had continues. My birthday was kept up today and one of the boys made two cakes and the passenger youngster and 3rd mate came to tea. We had a good old bust up. For tea we had tongue salmon cake tackling pies pineapple soft tack jellies. The captain gave us two bottles ale and a tin of pineapples. In the evening we had music and then had two bottles claret and ale and ginger biscuits, so did very well. Big head sea running and diving into it all night, so the lookout had to go on the forward house. Clewed royals up and at midnight took in mizzen and fore topgallant sail. 31 30'W.

21 Sept: set all sail early this morning. Grand breeze but raining. Beautiful sunset but stormy; out of tropics today. Breeze freshening up. At 8pm wind dropped suddenly to a dead calm. Pully hauly all the watch. In middle watch went round and heading up but went round again and still bad.

25 Sept: still blowing hard. Set main royal during morning and going about 12 knots. We did 265 miles during the last 24 hours. Lots of Cape Pigeons and Albatross about. Hope to make smart passage out.

26 Sept: still averaging 11/12 knots, and some part of the time 13. Only hope it keeps up. We are in about the latitude of the Cape but a long way to the West. We did 280 miles during the last 24

hours. Set everything this morning but clewed the fore and mizzen royal and main topgallant staysail up about dinner time, and as it is coming on squally we took in the main royal during the 2nd dog watch. 270 miles.

27 Sept: Sunday, still fine breeze. Main topgallant sheet carried away during the night and we had a lively job in fixing it. She took a sea on her poop this morning and smashed her rail up and had to fix it all the morning. Going 12 knots most of the time. Set topgallant sails this morning but clewed the fore and mizzen up in the dog watch as it is a squally sort of night. Main topgallant sheet carried away during the 2nd dog watch.

30 Sept: wind north west pouring with rain. Getting beastly cold. Nice breeze. Saw a ship and caught her up and went quite close and she proved to be the Norwegian barque Lord of Thanberg, and 98 days out from Norway to Algoa Bay. Wind dropping. Crossed the meridian today and are now at 55' E, and so the time is now the same as at Greenwich.

03 Oct: fine day, a Molyneux caught. Lots of birds about. No wind. It looks if we are facing to have a fine passage as I have never had such weather down here before. We were at noon 36.36S 6.23E. Hope to be off the Cape soon.

05 Oct: stiff breeze 11 to 11.5 knots. Expect to be off the Cape tonight, but about 200 miles south. Rain squalls and wind dropping later. All hands on deck at 7.15pm, shorten sail, took in royals and topgallant sails and light staysails. Breeze stiff and very squally. Dirty night cleared up later and set topgallant sails before 12pm. Wind dropped entirely and then went ahead and very squally.

06 Oct: fine day and warm. Head wind. Wore ship 8am heading about SW. Another ship on the lee bow. Heaps of Molyneux pigeons about. About a dozen caught. Some of the albatross from 18 to 20 ft. From wing to wing. Hope to get a fair wind again.

07 Oct: blowing hard from the east and shortened down during the day to reefed main topsail. Big sea running but is behaving alright. Shall be very glad to get a fair wind. All hands on deck at 5 o'clock to reef mainsail and topsail. Gale still increasing. 12pm all hands made the foresail fast. Blowing great guns and she is now only head reaching with three lower topsails and staysail on. Big sea running. Dirty night. Shipped heavy seas.

10 Oct: stiff breeze. Set royals but had to clew them up in less than half an hour and were very soon under close reefed mizzen topsail. At about 11.30am the fore topgallant sail blew away. Big sea running. At 7.30 we hauled the mainsail up to reef it and whilst working to have the gear up she shipped a big sea, the biggest she has this voyage and smashed the weather rail up and knocked all hands about, and washed us about the deck, smashing things in all directions. The mainsail split up and so had to make it fast. Beastly night, heavy squalls. 276 miles.

12 Oct: fine day, much warmer, little wind. We are about 38 E. I shall be glad when we arrive out there, we ought to in about 30 days from now. Breeze sprung up during the night and clewed fore and mizzen royals up. Going 13 / 13.5 knots.

13 Oct: stiff breeze from NW, going 13 / 13.5. Clewed main royal fore and mizzen topgallant sails and crojack. Reefed mainsail. Shipped some heavy seas. Pouring hard with rain. One sea put the galley fire out. About 1.30pm wind shifted from NW to SW in a very heavy squall and had to let

topsails run, and as soon as the squall was over wind dropped and she began rolling heavy and taking waves over. Set everything to main royal by 5pm and going 11.5knots, when at 6pm the wind shifted right ahead and so got caught right aback. Clewed royal and mizzen topgallant sail and crojack up. Wind hauled right ahead later. Dirty night. 39.40S 49E. Weather cleared later and set all sail. Awfully cold night.

15 Oct: beastly day pouring with rain and shortened down to main topsails. Wet through. Going 11 / 12 knots. Wind dropping later but still pouring. Shifted around to SW and looks like clearing up. Going 10 knots at 4 bells. Set mizzen topsail and fore topgallant sail this morning. Weather has turned very thick. We ought to be out in another 30 days, and if Capt. Murray had this ship he would make her go 15 / 16 knots as this captain does not carry on so much, but I would rather be in this ship.

22 Oct: clewed royals up, and fore and mizzen topgallant sails. Reefed mainsail as it came on to blow and pouring in torrents of rain. Fine later as the wind hauled around to the SW but went to NW later, so expect more rain. Averaging 10/11 knots. Hope to be off Cape Leeuwin about Monday if have luck, expect to be out in another 18/20 days. 91.57E.

23 Oct: beastly day, rolling heavy and very wet. Overside scrubbing. Awful you get nearly washed off every now and again. Got filled up last night as she was shipping heavy water. Going about 9/10 knots. Wind gone around to NW, blowing hard, going 13 knots. Big sea running and shipping good quantity of water. Coming up thick astern and let topgallant sails and mizzen topsail run, but it only turned to heavy rain, and scooped all the wind. Shall all be glad to get in to port to get something as it is awful, only biscuits and salt meat, and one of the boys is quite sick through not having enough to eat, and then we have to work all night and day in the cold. The old man is out with us because we won't let him do as he thinks fit with us, and the crew has been spinning yarns to him. We are in Long 97.0E. Dirty night. Rolling heavy during the night.

25 Oct: beastly wet day and awful cold. Old man in a bad frame of mind, and has had us working all day. Shortened down to lower topsails. An awful dark and wet cold night, and blowing fresh. Working at taking in sail all night and an awful job as it was about freezing aloft and there was no necessity to have hardly any sail off, only this man is about as big a coward as he is big. Head wind and head reaching all night.

27 Oct: fine day, wind NW grand breeze. Going 10/12 knots, falling lighter during the day. Scrubbing ship for port. Hope to be off Cape Leeuwin tonight, about 300 miles south. Matter arranged with Captain between us so I hope things will go on better now. Fine night.

28 Oct: fine day and very warm off the Australian coast. Cleaning ship for port, hope to get in about 16/18 days' time. The wind went around to SW and turned cold. Fine night.

31 Oct: fine day and dead calm. A little breeze came up during the afternoon, but she is only just laying her course. Freshened up fine, and going about 9 knots.

03 Nov: fine day, cleaning ship. Going about 6/7 knots. Have got up a sweepstake as to which day we will get in. Killed a pig. Off Tasmania Long 142.5E 44.40S.

05 Nov: fine day. Painting ship. Nice breeze. Squally, freshening up to 10 knot breeze from the SE. Sea getting quite green, about 95.8 miles from Cape Farewell. Lat 43.44S Long 151.5E.

07 Nov: fine, breeze fair. 10/11 knots. Cables shackled on. Scraping masts. Hope breeze lasts, freshening up. Took in royals about 12 noon. Took in topsails in dog watch. Going 10/11 knots. Shipping sprays. Dirty night. At 159.5E.

10 Nov: blowing hard. Head reaching under 3 lower topsails and reefed main topsail. I wish a fair wind would come then we could get out there tomorrow. Blowing great guns. 4pm were going to take in fore and mizzen lower topsails when the wind dropped entirely and poured with rain. Lay to all night waiting for a fair wind. Fine night.

12 Nov: fine day. Land in sight (Farewell Spit). Head wind but it is coming up. Going about 7 knots. Land getting quite close. Hope to be in tomorrow. Grand night, dead calm. Off Stephens Island. Grand scenery.

13 Nov: little breeze. Beautiful scenery, snow topped mountains all around. Most lovely scenery, beautiful day. Breeze sprung up and going about 8 knots. Brothers in sight. Came on to blow hard. Shortened down and reached Pencarrow Island at 4.30, when we dropped anchor and are waiting for tow boat. Wind dropping so tug boat came out, so have got an anchor watch, and it is my last from 3 to 6pm, so I will turn in until then. Blowing hard all night.

14 Nov: blowing hard and no tug boat came out yet. 1pm so hoisted jack for the pilot. Cleaning ship up. Nothing to eat. A barque beating about and trying to make Wellington. Good number of Union ships passed. Wind freshening so that is why the tug has not come out. Killed last pig. Signalled for pilot and they came out about 5pm and took us in tow at 7pm and got into the harbour and dropped anchor at 9.30pm. Kept anchor watch last night. Blowing hard.

15 Nov: raining and miserable. Waiting for boat with doctor and letters and fresh food. The other barque towing in. Hope to go alongside tomorrow. SS Gothic due today. Doctor came off about 1 o'clock in the steam tender and passed us, but did not bring the letters. Expect to go ashore today in the boat. Are advertised to load here and sail in January. Pouring hard.

16 Nov: Monday, blowing hard. Went ashore this morning and had a hard pull for it. All went up to have dinner. Too rough for the powder boat to come off.

17 Nov: Tuesday, fine day. Powder boat came off and at nine the tug boat came off and took us alongside. Went to Knowles family in the evening and then all went to Trocadero Supper.

19 Nov: Thursday, fine day, a public holiday for Show, but we only got half and so went to the Gardner's for a visit.

24 Nov: Tuesday, fine day and very hot. Went round to Brewers and had a good time. Had a bath.

01 Dec: Tuesday, fine day. Taking in ballast. Went to the Tuckey's.

05 Dec: Friday, blowing hard. Had half-holiday on account of elections. Went to the Knowles. Finished cargo.

07 Dec: Sunday, had a fine day. Ashore, fellows and myself went for a picnic in a boat and I sailed her all the time and went to Scorcher and Day's Bays, about 25 miles all together. Fine, stiff breeze but dropped later and had to pull part way back. Had an awful good time of it, very hot.

08 Dec: Monday, fine day. Went out in (the) stream. Went ashore in the boat in the afternoon. Chipping sides.

25 Dec: Thursday, Christmas Day and fine. Zealandia sailed for home. Got off until Tuesday, so went camping to Day's Bay. Started 6am and sailed across. Rigged tents and had a good time

26 Dec: went for a sail and had a rough time of it. Had concert at camp, 27 attendees

27 Dec: fine day. Went for a sail in the morning and in the afternoon had to go back to town with 12 in the boat. Started at 4pm and when off Naryangh a heavy squall struck us and nearly took our mast out of us. One of the yachts close by had her stick taken out of her. Had to pull 10 miles back and did not get back until 12pm

28 Dec: fine day, had 2 bathes and good time at camp

29 Dec: blowing too much so couldn't go back. Went for a walk to Petone and back, about 14 miles in evening and did not get back to camp until 12pm. Nearly got burned out with a dry bush.

30 Dec: blowing hard westerlies, sailed for home. Our boat got filled up and sank during the night so had to beach her and then launch her again at high tide when she got a hole in her and sank.

01 Jan: New Year day. A holiday out here. Fine day.

03 Jan: fine day. Went fishing in the afternoon with Skipper. Captain of the Soukar died at 5:15pm. Sailing ship Ruapehean went ashore at Farewell Spit.

04 Jan: Blowing; Ruapehean got off.

05 Jan: fine. Capt of Soukar buried today

09 Jan: started loading for London.

14 Jan: wet all day. Man drowned off the ship Sulisper / Eucarpe. Went to Knowles in evening.

22 Jan: fine day, a holiday for the Regatta & Anniversary Day. Went for a sail. Taking in wool fast and hope to be away by the end of next week.

04 Feb: Wet. Went to say "Goodbye" to the Maters and she broke down entirely and I must say I have never missed anyone more except those at home. She has been a perfect mother to me and the other boys. I have never had such kindness from anyone outside of my own home. Left the wharf 10.30am and towed into the stream.

06 Feb: sailed for home at 1pm with a stiff breeze, but it died away to a calm during the evening. We are all very miserable and I have never felt leaving the colonies like it before, but now I look forward to seeing all the dear ones at home again and I hope to have a good run home.

08 Feb: damp day. Good fair and knot breeze, Abeam of the Chatham Islands at noon. Wind going aft. Crossed the Meridian and so will have two Mondays. All pretty well starving. Dirty thick night.

08 Feb (2): head wind. Mizzen to'gallant sail in. Thick weather with big sea. Weather getting cold. Wind hauled off beam averaging 9.5 / 10 knots. Cold. Hope we make a fast passage as I am longing to get home and see you all. Squally night.

09 Feb: fine. Wind very squally, averaging 9/10/11 knots. Started learning seamanship, intend to go to school when I get home.

12 Feb: wind freshened during the night and blew fore to'gallant out of her. Blowing hard going 16 knots. Big sea running and taking quantities of water over at times. Labouring heavily. Dirty looking weather all around. Berth is flooded and everything washing about. Averaging 11.5 knots. 156.22E 47.44S. Dirty and squally night. Very cold and sleet with squalls.

16 Feb: grand 12 knot breeze. Took Royals in at 4am and set the Main Royal at 8am. Raining. Lime juice starts today. Nearly half way to the Horn. Blowing hard glass falling. Took in to'gallants this morning. Heavy sea running coming over in large quantities filling our berth up. Big sea running filling her up at times and fearful heavy squall came and lowered Topsails to it. The wind suddenly shifted from NW to SW in a squall and so weather cleared up a bit and set Main to'gallant, and then 1st Dog Watch Mizzen Topsail and Main Royal. Averaging 10/12 knots. All hands called out at 3pm to shorten sail. Dirty night and shipped heavy seas filling her up.

17 Feb: set Main royal early morning but came to blow hard and at 4 bells all hands were called on deck to shorten sail and then we reduced her to 5 Topsails and Foresail. Big sea running and coming up astern at frightful height breaking onboard and filling everything up and the berth has about half foot of water in it and all the things are washing about and so it is a case of ours is a "appy ome". It puts me in remind of the "Akarow". Properly starving as we have only dry biscuits, butter all gone and marmalade pot filled with salt water. Wind dropped and set Main and fore Royals. Fine night averaged 10/12 knots.

21 Feb: ship labouring heavily, wet and miserable. Thick mist. Set all sail but came on to blow in First Dog Watch. Took in two Royals. Hope to be off Cape Horn early next week. Came on thick, fog horn going. to'gallant sails taken in, blowing stiff, dirty and cold night.

28 Feb: fine stiff breeze 9/10 knots. Came on to rain and took Royals and Mizzen Topsail. Cleared up about 7 bells. Sighted "Orago Ramilles" at 12.10pm and left them astern by 2pm. Expect to be off the Horn by 5/6pm. Twenty two days to the Horn is a good passage considering it is close on 5,000 miles. Very cold came on thick and squally so did not sight Cape Horn but passed it about 6pm. Sighted homeward bound barque but could not make her out. Left her astern.

01 Mar: light variable wind and from off the land. Staten Island abeam and it looks very wild, and one of the small volcanoes is in eruption as you can see smoke coming out. Saw the loom of a ship probably outward bound. Averaging 4/4 knots, fine day, wind falling to nearly a dead calm. Land out of sight, beautiful sunset. Wind freshening.

02 Mar: grand breeze 8 knots. A lot of big whales spouting about. Not far off the Falklands. Grand day. Sighted a barque and went off so she could speak to us and she proved to be the "Gormen

McElevad" an Italian that was loading at the same wharf as us in Wellington and sailed 3 or 4 days before us.

03 Mar: stiff 10 knot breeze. Barque out of sight astern. Fore, and Mizzen Royal in. Hope to be past Falklands today. Thick fog came on during night, can't see length of ship, shortened down in case of ice coming on to us.

04 Mar: thick mist and dead calm. Sea like a sheet of glass. Thick fog. Breeze sprung up from SE about 1pm. 49.33S 49.38W. Good 10 knot breeze. Shortened down to Mizzen Topsail, at 7.30pm the Foresail split up and all hands had to turn out and bend a new one which was lively in a pitch black night, and did not finish until 9.30pm.

05 Mar: fine; head wind. A month out today. Going 7/8 knots. Wind dropped. Heading about NW and we want to head NE.

06 Mar: dirty day and very thick, no wind. Wore ship 8am and heading about E on this tack. Shall be glad to get home again and I hope to in 2 months' time. Weather cleared up grand and wind hauled aft a bit and going about 6 knots. Getting quite warm. 45S 43W.

07 Mar: wind dropped and fell to a dead calm with thick fog so took two Royals in during the night. The weather is awful changeable down here as it might be as clear as can be one minute without a cloud in the sky and directly after, a thick fog. I hope we get a breeze soon as I want to get out of this. Stiff breeze sprung up about 11am from SE and freshened averaging 10/11 knots. Shortened down to Main to'gallant. Blowing stiff all night and nasty sea running shipping water.

08 Mar: still blowing. Set Fore to'gallant going about 10.5 knots. Think these are the Equinoctial gales and if so they might carry us into the Tropics, hope so anyhow. Shipping water. We are having splendid luck only 30 days out and about 39 degrees south of the Line and hope to make 80/90 day passage. Took Fore to'gallant in and came on to blow harder so reefed the Mizzen and ore Topsails. Nasty sea running and shipping water. Wind lulled and so set sail.

09 Mar: came on to blow about 4am so took in the Royals and Mizzen to'gallant. 11am gale increasing took in Main to'gallant and at 12 noon took in Topsails, Mainsail and Foresail and head reaching under 2 Topsails. Blowing hard shipping quantities of water. Big head sea and sometimes burying herself. Wind dropping and by 2nd Dog watch set all to Main to'gallant. Raining hard, dirty looking night. Getting near the River Plate and so expect unsettled weather. Weather quite hot. Set Fore and Mizzen to'gallant sails during 1st Watch. Fine night, wind dropping.

10 Mar: fine day, wind freshened at day break. Set main Royal at 8am. Going about 7 knots. Set all sail, averaging about 6/7 knots. Very hot. Off the River Plate today which is not bad, only 32 days out. Squally night.

14 Mar: dead calm and is not steering. Barque in sight down on the horizon. Have been reading all letters from home and it makes me longing to get back again, I hope to be home again in another 9 Sundays. Light air, going 1 knot. Head wind. Went about at 12.30pm. Ship still on same tack. Rain showers, very hot. Going about 1 / 2 knots. The ship which proved to be the barque "Waitangi" of the NZS Co. which left Napier Jan 20th and so we have beaten her by 16 days. She came so close that we could speak to one another. She was in Wellington with us and left for Napier. Came on dirty and

pouring hard so caught water and all hands washing clothes. I wish a fair wind would come as we want to head NE by E and are heading NW. Longitude 33.4W. Shall be glad to get home with you all again and after I read the letters I long to be home, but I hope that will soon come. Fresh breeze sprung up about 5.30pm and heading about NW. Going about 6.5 knots and I only wish we were heading our course which is about NE by E. Freshened up and took in Royals. All hands on deck about ship at 10.30pm but she would not stay so had to wear her short around, came up to course on other tack. 29.11S 33.3W.

15 Mar: fine and very hot. Grand breeze abaft the beam at about 8 knots. A lot of flying fish about. Setting up rigging and bending fine weather sails. About 400 miles from the island of Trinidad. Working hard at seamanship and navigation. Wind fell light during the night. Averaging $\frac{3}{4}$ knots. Fine night. Can go about without shoes, just cotton things.

18 Mar: 24.23S 30.33W fine day, boiling hot. Dead calm, I don't know where all the wind is, as for the last 4 days it has been dead calm and the sea nearly all of the time like oil, the sails flapping idly against the masts, in fact everything seems dead. We are having some beautiful sunsets now. Heaps of flying fish about. Overhauling the rigging.

19 Mar: dead calm, dull and showery, very hot. Plenty of dolphins and flying fish about. Overhauling rigging. In the Southern tropics today. Dead calm and raining most of the day, ship not moving, everything dead. All frantically hungry and nothing to eat, a few pieces of dry biscuit and a plate of pea soup all day. Dead calm all night.

22 Mar: head wind still very squally. Sighted a ship at 5.30am and overhauled her fast. She proved to be a big lump of a four masted barque. Shan't sight Trinidad as we are too far to the east. Lightening heavy to the east. Dirty night. Shortened down to topsails during the night, heavy squalls and pouring with rain. I wish to goodness we could get a fair wind as we are going away to blazes out of our way.

23 Mar: blowing great guns. All hands on deck five times during the day. Took foresail and topsails in. Hove to under two lower topsails most of the day. Fearful squalls, had to let go everything this morning in one squall, pouring hard with rain. I wish a fair wind would come. Sighted an outward bounder this morning running before it. Weather black all night. Squared the yards a bit, hope it backs aft and moderates as for the last few days we have not done any good. It has been nothing else but reefing and furling all day long all wet through. Big sea running. Cleared up about 9.30pm and working all night setting everything and all about done up.

25 Mar: still a dead ahead wind heading about E when we want to go N. Very squally all day. We have only done about 236 miles of northing during the last 9 days. Sighted another barque on the other tack but did not speak to her. All hands tacked ship at 12am, making about NW on this tack. Dirty looking night, Royals in. Cleared up and fine later.

27 Mar: very squally raining heavy most of the day. Still a dead head wind. Washing paint work. Sighted a ship going close together so that we could speak to each other, and she proved to be the "Caldera" belonging to New York. She was 28 days out from Buenos Aires to Savannah. She was a big lump of a wooden vessel with double Topgallant yards. Going about every few yards.

28 Mar: Raining heavily most of the night. Still head wind going about every few hours. Two ships in sight; I wonder when we shall get a fair wind. It is nothing but beating or at least trying to get ahead, and for now we are only 18.5 S and this head wind has been on for about 9/10 days. Going about ship every few hours.

29 Mar: raining hard no wind and the slight air is from the wrong place. It is nothing but going about and pully-haully from morning to night and night to morning. Got a terrible toothache and up all night with it.

30 Mar: dead calm and terribly hot. So hot that the pitch is boiling out of the seams and that all hands have been knocked off work. Ships still in sight. It looks as if we are going to make a long passage. Wind shifting all the time, pully-haully all night. I wonder if we are ever going to get any SE trades.

03 April: raining hard and all the wind gone. I hope to goodness we haven't lost the SE Trades already. Breeze freshened during the day, but shifty and squally and looks like as if the Trades are going to break up. The Skipper has been very decent to me of late. Overhauling a ship. 07.13' South of the Line. Face still bad. Start cleaning ship for London soon. Am often thinking of home during my night watches and of the good times I hope to have there.

04 April: grand day and fine breeze averaging 7/8 knots. At daylight we passed a big four masted barque about 2,500 tons called the "Pendragon" out of Liverpool. 85 days from 'Frisco to Liverpool and we soon left her astern. Position today is 04.32'South and 20.60'West. I hope to be home about this time next month. There is only about 1 hour 10' difference between ours and English time. We shall all be skeletons if we don't get home soon. Face still swollen. Breeze freshening to a 9 knot breeze. Hope to cross the Line tomorrow.

05 April: a heavy squall struck us about 3.30am and blew the Main Topgallant out of her and ripped the Fore and Mizzen up. It blew like blazes for a while and she was straining herself awful and going with her rail under at times. It poured a deluge of rain. At daylight had to bend new Main Fore and Mizzen Topgallant sails. During the night the four master gain on us as she did not get crippled like ourselves, but as soon as we got things straight a bit we left her astern, and now at 4pm she is a long way astern and the wind is falling light. Very hot all day. Lat 01.19' South and so hope to cross the Line early tomorrow. Fine night wind falling. Crossed the Equator about 12pm.

06 April: fine day boiling hot. Cleaning ship, scrubbing bright work. Passed by 6 vessels and one was a 3 mast schooner all outward bound. Wind dropped all together about 8pm. Four master out of sight astern. Lat 01.32' North and about 20 degrees West.

07 April: grand day and very hot no wind dead calm. Spoke to a little wooden barquentine called The "Peggy" of Shorham bound in all probability to Rio. She lost her NE Trades in 5 degrees North, so we have to go 3 degrees before there is any likelihood of falling in with them. Dead calm all night. Cleaning ship. Lat 2 degrees North.

08 April: boiling hot and dead calm. Saw several water spouts this morning it looked like a column of water coming down from the clouds and falling into the sea. You could see the splash it made as it came into the sea and we were about 8 miles from it. Knocked off work on account of the heat. Two ships in sight. I am longing to get home. Dead calm all night, chasing the wind.

09 April: calm. 6 ships in sight, rain squalls. Saw a water spout this morning. I shall be glad when we get an end to the Doldrums as it is nothing but hauling the yards around every few minutes. Calm all night. We only did 4 miles during the last 24 hours.

10 April: dead calm boiling hot sun. Pitch all boiling out of the decks. 10 ships in sight from up aloft. The sun is nearly overhead now and the heat is terrible. Sea looks like just so much oil. Breeze sprung up about 6pm from ahead making about NNW. Thunder and lightning pretty heavy.

11 April: good 5 knot breeze from NE. Wind shifted aft and it poured with rain. Went ahead again later and wind falling lighter. One of the ships in sight but went astern soon. Raining in torrents all the afternoon. Pouring with rain all middle watch and pully-haully all night. Good breeze sprung up from NE.

12 April: fine day good 7/8 knot breeze from NE. Think they are the Trades, but not making better than NW to NNW. A big barque passed us this morning and is thought to be the "Persian Empire" of Liverpool bound from 'Frisco. Hope to lay up better soon. Lat 6 degrees North. Saw an out bounder. Cleaning ship.

13 April: fine day grand breeze from NE averaging 7/8 knots and making NNW course. Sighted a homeward bound barque. We are all pretty well starving and longing to get home to get something to eat. Hope to be home about another thirty days.

14 April: fine day good breeze averaging 5/7 knots making about NNW. Two barques in sight, one the "Silverstream" 83 days out from Auckland NZ to London, and the other a little one called the "Glenvaly" out of Aberystwyth 33 days out from the River Plate to London. The "Silverstream" is now almost out of sight astern and the "Glenvaly" and us are having a hard tussle but she is gaining on us slowly. Cleaning ship. Lat 10 N and about 29 W. We are running short of stores as we have run out of coffee, marmalade and nearly out of biscuits, flour, butter, and so if we make a long passage we shall have to live on air.

16 April: Good Friday, only it makes no difference at sea. Finished painting down aloft. Put on treacle biscuits, get tea instead of coffee. Had no butter for last 4/5 days, get last whack tomorrow so living is getting pretty hard. Wind falling light am, afraid we are losing Trades. Averaged 6 knots all day on a North West course, about 14 N.

22 April: fine day, painting ship. Averaging 4 knots on a NE course making for the Western Islands. About the same latitude as the Canary Islands, only a long way to west of them. Wind falling all together. Have to use a slush lamp as have run out of oil.

24 April: mizzen topmast, Staysail and Outer Jib blew away, and bent fresh ones. Blowing fresh all day, a headwind. We are running away to the west and we want to head east. Wind falling lighter thank goodness, and I hope it shifts fair. Painting ship. Hope in another few weeks to be home. It is getting worse and worse and soon there will be nothing left to eat. Weather getting very chilly now as the wind is NE.

30 April: still a head wind. Four master in sight to leeward. Painting ship. Run 12 miles south of Azores at 8.5 knots. Have signed my indentures three years to day so only have one more to serve. Another 4 master in sight. Dead calm all night.

02 May: fine day nice fair wind of about 6/7 knots, but dropping and heading towards night. Four master and barquentine that was sighted this morning on the lee bow dropped astern. Sighted an outward bound steamer and sailing ship. Hope the wind keeps fair and then might sight the Lizards in about 9/10 days' time, we are 85 days out today. Longing to get home. It is about time we did get

06 May: dull day and a slight breeze, but ahead 6 vessels in sight. Spoke to a French barquentine from Martinique West Indies to Nantes. One vessel, a barque close by in a disabled condition, evidently by the look of her sprung her sticks as she is under small sail. Running awfully short of food, get smashed biscuits for flour, molasses for sugar in lime juice. Had not butter, coffee or salt beef for a long time. Only wish we could get a strong fair wind. Was in hopes to have got home next week but it does not look like it. The Old man is getting very anxious as regards food and I think he is going to board the first outward bounder and ask for food. Scrapping masts. Calm all night.

07 May: little breeze sprang up about 11am but ahead. 7 ships in sight. I knocked off work as there is nothing to eat. Skipper is looking for a ship to get food off. 90 days out today. We are off the Spanish coast, only a long way to the west. Calm night.

08 May: fine day. Little breeze but ahead 13 ships in sight. These calms and headwinds are bringing all the ships together. Boats are ready for lowering. If we could only get a fair wind it would be alright, only we have been in this state since about 10 days. We were all in hope of being in the Channel tomorrow, but are now a 1,000 miles off.

Caught up (to) a big ship called the "Socotro" of Glasgow from "Frisco bound for Queenstown for orders, and 147 days out, and we sent a boat out for food, but only got a few casks of oatmeal and cases of meat, and 14 lbs of coffee, as she is nearly as bad as us.

Soon left her astern again. Ships all around us in falling light, and heading us. Hot and rainy, about 45N & 28W. Distance from (the) Lizard about 983 miles. Last wack of sugar.

09 May: dull day. 53 vessels in sight from foremast. Overhauled a lot of ships during the night. Went about at 12 noon and it came on to blow, heading about south to east on this tack, so expect to go about again soon.

Goodness only knows when we shall get home with this wind. Ships getting out of sight as are beating about on different tacks. Nothing to eat and all got the miserables. Wind freshening and expect to take in canvas soon. Took in royals 1st dog watch. We spoke to a ship called the "Manchester". The "Pendagon Castle" and "Silverstream" are on her beam.

This wind must have been blowing a long time to get all these ships together, and as are about 40 of them, I expect are making for the Channel. There will be a good rush when we do get a fair wind. Dirty night, shortened down to topsails, blowing hard. Running away to starboard and want to head 0 degrees (north). Easterly wind cutting through you.

10 May: blowing a stiff headwind. Set topgallant sails 8 am. A barquentine is the only vessel now in sight. If only we could get a fair wind we would soon be home. I hope it won't be long, as dry biscuits and tea isn't much to keep you up on.

Set main royal. Wore ship at 4pm and making to S to E on this tack, and SSE on other. Two vessels in sight. Nasty head sea running and looks very wild. Still we are on the borders of the Bay of Biscay so I suppose we must expect it. But if it was fair should not care how hard it blew. Sea is getting very green. Fore topgallant yard came down with a run carrying away the lee lift. Shrouds carried away and came down on deck with a crash. Wind falling slowly.

11 May: dull day, still a headwind. Several vessels in sight. Wind dropping light and 9 months out today. Skipper harpooned a porpoise today so thank goodness there was something to eat. Wind dropped, dead calm. Dead calm all night.

12 May: fine day, slight wind shifty. 3 ships in sight, one outbound barque and spoke to her. She was a little Norwegian barque named the "Ajax" bound west.

A nice 6 knot fair wind came up about 4pm, but afraid it won't last. If it would we would be home about early part of next week. We have not done any work except work ship for some time past as we are all on short rations. Am getting as thin as a rake. Nice SW 6 to 8 knot breeze all night and if it lasts ought to take us up to the Lizard no Monday.

14 May: grand 9/10 SW breeze still. Lot of vessels in sight but passing all. Passed a German steamboat and asked her to report us all well. Spoke to a little Argentine barque, is the only vessel that is holding her own with us. Lat 47.38 North Long 16.37W, about 460 miles to go to the Lizards. Hope to sight them Sunday and if breeze lasts might dock Wednesday.

Weather beastly cold as you can expect getting near England. We did 230 miles since 12 noon yesterday until 12 noon today. Wind falling lighter and going ahead. Barque getting ahead as she sails better than us in light winds. Wind ahead.

15 May: stiff breeze, but not going course, about 3 points off, so shall have to beat until it becomes fair. Spoke to a large ship called the "Loch Lomond" 100 days out from Melbourne bound to Hull and she is a bit faster than us, left us astern. Shall sight land at this rate yet a while. Several ships in sight. Don't know how long we shall be at this rate. Overhauling two ships ahead. Lat 48.55N Long 11,40W, about 26 miles SW of Lizards.

Passed one ship a big lump and she proved to be the "Clan Roberts" of Glasgow 146 days out from Pisagua, South America. Then her signal halyards carried away.

The "Loch Lomond" went about during the first dog watch and came quite close. Another vessel on the lee bow and overhauling her fast so expect to speak to her before dusk.

Grand day, hardly a cloud in the sky, but a nice breeze, but if it were only fair it would be alright. The vessel that was on the bow went round on the other tack and spoke to her. She was the "Equah" of Singapore, but could not get any more news as her outer jib sheet was carried away and she was too far away when she was bought to again.

We are nearly in soundings now. Fine night. It is now 8 o'clock and broad daylight which seems so funny after the tropics when there is only about 15/30 minutes twilight. Beastly cold.

16 May: saw the lights of a big Atlantic liner about 2am travelling about 20 knots, and at 4am a big barque passed close to us called the "R Hanes" of Dunkirk, a beautiful looking vessel.

Tacked ship at 4am making about South on this tack. Expect to go about ship at 12 noon and hope to weather the Lizards then about tomorrow noon. Passed a barque but too far off to make her out. Lot of Irish pilot birds about. Lovely day about 5 knot breeze. Spoke to the "Rhone" and she was about 78 days out from PISAQUA, saw a steamer steaming up channel and signalled but she did not answer.

Took soundings at 1:30 and found 78 fathoms of water and sandy bottom. Frenchman gone about at 4pm. It shall be good to get a fair wind, but it does not look much like one. About 150 miles SW of the Lizards at noon. Lovely night.

17 May: still beastly headwinds. Can't do anything about it beating about in the chop, and trying to weather Ushant. Goodness only knows how long we will be at this rate.

Got anchors overside and tacked ship at 12 noon. Heading about NW on this tack. Clewed royals up and made fast. Breeze freshening but doing no good with it. We are pretty well as far off as we were 2 days past. Looks if it is going to blow hard from the east. Went about ship at 8pm. Saw the "Loch Lomond" again on the other tack. Saw several outward bounders.

18 May: cold day, still blowing from the east. Spoke to the "Millaides" 140 days out from 'Frisco to London and the "Lanarkshire".

Went over two French boats nets and cut them. Lat 49.2N Long 7.31W. Weather thick and misty. Went about at 4pm and hove the lead at 6pm and found 68 fathoms of water and sandy bottom. Proper English weather. Raining, thunder and lightning blowing this afternoon from the east. Cleared up later. Several fishing boats about and a lot of sailing ships like us trying to beat (upwind).

Hope to fetch the Scilly's tomorrow. If this had only been a fair wind we would have been home by now. Heaps of gulls about. 101 days out. The "Lanarkshire" passed close on the other tack about 8pm. Went about at 10pm.

19 May: fine day but stiff easterly wind heading up badly. Passed a lot of fishing boats during the night. Signalled a steamer at 4am and asked her to report us. Went close to some fishing boats and one told us that we were 50 miles WNW of the Scilly Isles. Another fishing boat belonging to Penzance boarded us and gave us some fish.

Tacked ship at 9am making about 8 knots on this tack. Goodness only knows when we shall get home at this rate. We are just beating about outside the mouth to the Channel waiting for a fair wind. Spoke to another steamer at 7pm called the "Broadway" to report us. Heaps of vessels of all descriptions about. Blowing fresh so clewed the royals up.

20 May: still blowing stiff from the east. Went about ship at 4am heading up badly so don't expect to fetch the Scillys on this tack. This is awful hard luck as we are just beating outside the Channel and can't make any headway as we make about north on one tack and south on the other.

"Loch Lomond" passed close on the other tack at 9am. Beastly cold and miserable, and if we could only get a fair wind we could be home in about two days' time. Cleared up and fine afternoon. Getting in the track of ships again, lots of steamers and ships in sight.

Sighted the Scillys from aloft about 6pm and then wore ship. Ship not much off her course now thank goodness. Bishop's Light bearing 3 points off the weather bow. Sighted lights of St Agnes during the night.

21 May: lovely day but headwind. Tacked ship at 8am and stood into land. Saw the green hills of England at 12 noon and ran close to Mounts Bay and then went about. Lizards in sight. Heaps of vessels of various descriptions about, bound up and down Channel. Wind falling light towards evening. Thank goodness when we get home as it will be a treat to get something to eat.

Lots of fishing vessels coming out of Penzance. Went about ship at 4pm standing in for Lizards but don't expect to weather them. Heading up badly. Saw a big man-of-war and lots of big steamers bound down channel ran pretty well into us but don't know whether they got our signal or not. Went about again at 7pm. Freshened up during the night.

22 May: still blowing stiff from the east, took in fore and mizzen topsails. Went about ship at 8am but missed step so had to wear her around and lost a lot of way in doing so. Never thought we would be beating about out here this time last week as expected to be in by last Tuesday, but don't know when we shall get in at this rate.

Blowing hard and nasty sea running. Overtook a ship and signalled her and she proved to be the "Sierra Matina" from Havannah to Hamburg. Heaps of vessels about. Expect to fetch the Eddystone (lighthouse) on this tack. Wind dropping towards evening. Sighted the Eddystone Lighthouse at 8pm this evening and then went about. Breeze freshening during the night. Sighted the Start light at about 10pm. In about 45 fathoms.

23 May: cold day. Spoke to the "Mc Bevan" again and she crossed the Line the same day as us. She left Wellington 3 days before us. Spoke to a steamer and asked her to report us. Tacked ship at 8pm and several others doing the same, standing in to the land and hope to fetch the Start on this tack.

I little thought that at 6am this morning I should be on the lookout with a cold easterly wind trying to beat up the Channel. No, I thought I would be home with you all.

Sighted land at 12:30pm and expect to fetch about the Start. Wore ship at 3pm and wind dropped dead and drifting. A wooden barque called the "Amanda" from Georgia nearly drifted on to us. Wind freshened from ahead again.

24 May: dull and cold, blowing fresh. All hands on deck at 6am as we sighted the French coast at Cape L'Hague. Heaps of vessels beating up. Passed a ship towing a ship and she was the "Echo" of London, 130 days out from Hobart.

Wind dropped dead, then came slight from aft, hope it lasts. Lot of big liners passing. Grand afternoon and evening. We are now 107 days out (from Wellington). We are about off Portland. There is now nothing to eat except meat and biscuits. Dead calm all night long. Steamers humming past. Portland light in sight. Thick fog all night.

25 May: fine day, slight fair wind, hope it lasts. Land in sight, hope to get a tug soon and get us in. Getting thick again. Tug boat "Burma", one of Watkins came alongside at 10:30am and after a lot of

bargaining and coming down from GBP50 to GBP39.10 she took us in tow about 20 miles east of Portland.

At 11:45am passed St Catherine Isle of Wight and signalling at 2:30pm. Passed close to Ventnor about 3pm. Passed the Owen lightship about 5:30pm, Brighton about 9:30pm, Beachy Head about 11pm.

26 May: took the pilot of Dungeness about 5pm, passing Dover at 7:30pm and Deal at 8am where we signalled. Bent all sail. Am afraid we won't dock today. Passed Southend at 5:30. Getting in to smoky London. Working hard all day. "Westland" one of this company's ships passed us.

Towing us up to Gravesend and as it's too late to catch tonight's tide, we will shackle to a buoy and go up early tide tomorrow. Got to Gravesend 9pm and had 1am to 2am anchor watch.

27 May: beastly day. All hands on deck at 4am and towed up to the docks, and docked in the East India Docks and finished up at 3pm. Heavy day's work.

Voyage End