

Daniel Wilson memorandum of a journal on board the ship Henrietta from Sydney to Calcutta and thence to London, 1844-1845
MLMSS 5960

Thursday

Sydney 25th January. After bidding my friends and Relative farewell I proceeded in company with Mr. Charles Smith, Mr. Chas. Roberts, the owners of the horses of which I am in charge of on board the Ship Henrietta, laying in the Harbour off Pinchgut Island, when all preparations were made to take us in tow by the Steamer Sovereign. At 6 o'clock precisely she came alongside when the Pilots boat took the Warps and were made fast to the Steamer. When we proceeded down the harbour at Bradleys head, Messrs. Smith Roberts Lane and my Brother Joseph bade me farewell. We proceeded to Watson's Bay where we anchored for the night.

Friday January 26th. 1844.

The Pilot came on board when we got under weigh with a light breeze from the South west – 7 o'clock we are now clear of the heads. The Pilot left us when I bade adieu to my native shores for a short time. The wind favouring enabled us to make a good offing, by 12 o'clock the wind shifted around to the southward and blew very fresh when they were compelled to take in the Top Gallant Sails. The Passengers and myself very ill. 4 o'clock dinner was compell'd to leave the table and confine myself to my Cabin. 6 o'clock Put the ship about and stood in for the land, the breeze still blowing very fresh took a reef in the Top Sails. Supper time partook of two cups of tea, stayed up till 11 o'clock when I was again forced to my Cabin through Illness. 12 o'clock tacked ship the breeze still blowing very fresh.

Saturday 27th. January.

Came on deck at four o'clock when they again Tacked Ship, had a look at the horses found them all well. I am still very Sick. Rigler the groom standing it well, had the horses fed and watered. 8 o'clock breackfasted of which I ate very little. 10 o'clock the weather more moderate, set the fore main and mizens Top Gallant Sails. 12 o'clock Lunch time had some brandy and water which gave me great relief of the Sea Sickness. The wind still very light and a heavy swell from the Southward. Some smoke seen in land, supposed to be from a steamer. Four o'clock dinner hour my fellow passengers not able to join myself Capt. Longford and Mr. Gray chief officer at the dinner table, at which I done justice, quite recovered from my Illness. Six o'clock the wind shifted and the Ship laying her course going four Knots, all Sail set. Supper time Mr. Hagg one of the passengers showed out for the first time, his Lady suffering very much. Sat up till 11 o'clock when I turned in for the night.

Sunday 28th. January.

Quite recovered from my Illness, and am happy to say the wind still favourable running the coast down. Had the horses cleaned watered and fed, also spunged their nostrils with vinegar and water. Breackfasted of which I ate very hearty, the passengers beginning to shew out. The morning very fine. 9 o'clock set the main and main Top Gallant Studding Sails, beautiful breeze, making Eight Knots per hour – nothing of any note occurred untill about 8 o'clock when the wind shifted; we were compell'd to take in the Studding Sails and the Top Gallant Sails. 10 o'clock all hands reefing Top Sails, it blowing half a Gale and not laying our course by Seven Points. My first watch with the horses till 12 o'clock when I turned in.

Monday 29th. January

I was awake this morning about two o'clock in consequence of Alumnus plunging and kicking desperately, we could not pacify him for more than one hour – when I went again to my Cabin. 5 o'clock the breeze still blowing fresh and the Vessel under reef Top Sails. Standing on and off the land every four hours. The horses all well with the exception of Alumnus, who has rubbed his hip very much through the ship pitching, which frightened him and caused the kicking – watered fed and cleaned them after Breackfast, employed in attending Alumnus. But my fellow passengers very much alarmed with the strong weather, we are now three miles of Twofold Bay. Eight o'clock had three of Wentworths horses down but not hurt.

Tuesday 30th. January.

I did not get up this morning till 8 o'clock when I was pleased to find the weather greatly moderating, shook the reefs out of the Topsails. Set the main and fore Top Gallant Sails. The horses all well, cleaning and feeding as usual. 10 o'clock the wind favourable but very light, and a heavy swell running which causes a disagreeable motion. 2 o'clock set the Fore Top Mast and main Top mast Studding Sails; nothing of any note occurred, till 9 o'clock when the breeze freshening, set the Lower Studding sails, the Ship going from 6 to 7 Knots. Fine and moonlight. Sat up with the horses till 12 o'clock when I turned in for the night.

Wednesday 31st. January.

Arose this morning at five o'clock, the wind still favourable making seven Knots. Watered and fed the Horses, who are all well. Rigler complaining of sore Toes from the salt water, which are very bad. 10 o'clock one of the Wentworths horses jumped out of his stall and broke his manger; the horse Tramp fell down asleep but not hurt. We are now off a quantity of Islands in Bass Straits called Kents Group. Four o'clock dined. One of Wentworths horses unwell, bled him and gave a gripe drink. 6 o'clock off Sir Robt. Curtiss Island; the wind still favourable: our horses all well.

Thursday 1st. February.

The wind still favourable and making by the Log line 6 Knots. After feeding and cleaning the horses, employed in making an hospital for our Sick horses, by breaking two stalls into one; Wentworths still very bad, up with him the great part of the night. 12 o'clock Cape Otway upon our Starboard bow, the wind very light. Set the Main Royal, we are now I believe clear of Bass Straits and up to the present have made a good run since we left Sydney. All the passengers quite recov'd and enjoying the fine weather on the Poop.

Friday 2nd. Feby. 1844

Arose this morning at four o'clock had the horses watered and fed before breakfast. They are all well with the exception of Wentworth's who continues very bad, was compell'd to drench him with gruel. The wind light and unfavourable, making little progress. 10 o'clock the breeze freshening was compelled to take in the main Royal. Land to be seen ahead but a great distance from us. 12 o'clock lunch time I was called away to Alumnus who had commenced kicking and rubbing his hips, he was like a mad horse, we could not pacify him only by taking him out of his stall. The land that was seen at twelve o'clock is the coast of South Australia. 7 o'clock the breeze increasing but more favourable the Ship laying her course and going Seven Knots. A Vessel to be seen upon our Larboard bow but was at a great distance to make out where she was bound too. Sat up with the horses till 12 o'clock.

Saturday 3 Feby.

I was pleased to find upon my appearance on deck the wind still favourable and had continued so during the night. Set the Lower fore Top main Top and main Top Gallant Studding Sails. The breeze freshening and have every prospect of making a good run.

Cleaning and feeding the horses as usual, spunging their nostrils with vinegar and water, damping their fore Legs, water brushing their manes and tails. Wentworth's horse still bad I have no hopes of his recovery. A great quantity of Birds flying about but could [not] catch any. Our favourable [wind] dieing away about 8 o'clock – a calm. Nothing of any note occurred during the day.

Sunday 4th. Feby.

The breeze very light, making about [entry breaks off]

[continues] minutes past 12 o'clock. The wind still very light making no Progress.

Myself very bad with the Rheumatism in the head, took some medicine was compelled to keep my Cabin for a short time.

Tuesday 6th. Feby.

I am considerably better this morning but still suffering with the Pains – upon my appearance on deck I found the Vessel braced sharp up and not laying her course by four Points. Rigler paying every attention to the horses. 12 o'clock a very fresh breeze, compelled to take in the Top Gallant Sails. 2 o'clock still increasing all hands reefing the Topsails, took in the Spanker. Hard matter for the horses to keep their Legs, had one of Bowmans horses down but not hurt. 3 o'clock it is now blowing very near

a gale of Wind. Close reef'd. the fore and mizen top sail, clewed up the main Sail towards noon something moderate, the Vessel labouring very much was compelled to watch the horses all night.

Wednesday 7th Feby.

The weather very moderate and all sail set going about three Knots, a strong sea running and a current which causes a very disagreeable motion. In that it is a hard matter for the horses to keep their Legs, fed and watered, had to dispense with the cleaning of them.

12 o'clock tried to catch some albatrosses, came off unsuccessful by them breaking my hooks. 3 o'clock one of Wentworth's horses bad with the gripes, bled him and gave one of the drinks which gave relief. Was compelled to move Alumnus to the stall made for the Sick horses through him again rubbing his hips, which are at present very bad. All are well, Wentworth's horse better. The Ship's crew very obliging in rendering me their assistance.

Thursday 8th. Feby.

I did not make my appearance on deck this morning till 8 o'clock through being fatigued in keeping watch the greater part of last night. Rigler very attentive. The coolies of very little use – not worth their salt. Wentworth's horse Improving. Watering and feeding as usual, the horses all very well. A calm which is very disagreeable through the strong sea running,, which causes to Vessel to roll very much. 11 o'clock a fine breeze and favourable going five Knots, which done away with the rolling. A great many Porpoises about, but not able to harpoon any of them. The Ladies enjoying the fine weather on the Poop till 11 o'clock.

Friday 9th. Feby.

We are now fourteen days sails from Sydney and about 250 miles from Cape Leewin, which we should have rounded by Sunday had our breeze continued. The horses all well, cleaning and feeding as usual. Rolling, compelled to take in all the Studding sails and brace the Vessel sharp up. Nothing of any Importance occurred during the day till about 11 o'clock when the gladsome orders of Squaring the yards was heard, the wind having shifted but very light; going about three Knots.

Saturday 10th. Feby.

I was very glad to find the breeze had continued favourable during the night. 8 o'clock heaving the log, are making 8 Knots. After breakfast, employed as usual in spunging the horses nostrils with vinegar and water, water brushing their manes and tails. The mare Tewes blowing very high and feverish. Bled and gave her a fever ball. 12 o'clock all hands employed holly stoning the deck fore and aft. 8 o'clock the breeze blowing very fresh, the Lower and main Top Studding Sails were blown away, the sky looking very black with lightning, took in the Mizen, Main and Fore Top Gallant sails. The wind shifting, took in the Spanker, when all of a sudden a squall came and took her aback, all hands on deck employed in clewing up the sails. After doing so the weather moderating, but very squally. Made sail gain with two reefs in the main and fore Topsail, close reefed the Mizen, took the main sail in altogether, reef the Fore Sail, the Ship consider'd under Snug Sail. I trust that I shall never experience another night like this.

Sunday 11th Feby.

A beautiful morning with little or no wind. Employed as usual cleaning and feeding the horses, who are all well with the exception of the mare Tewes who continues very bad with the cough, was compelled to bleed her and give a cough ball. 8 o'clock the breeze freshening but unfavourable, the Ship not laying her course by four Points. Nothing of any note occurred during the day. 6 o'clock a great many fish about but could not catch any.

Monday 12th. Feby.

I was again compelled to turn out during the night, one of the horses fell down and hurt himself severely by knocking the hair of his hips and capping his hocks; bled him.

The mare Tewes much better; employed as usual in feeding, watering and cleaning the horses – a very fine Morning, hardly any wind until about 9 o'clock when the sky became overcast with clouds, and the wind freshening so that the Vessel did not lay her course by seven Points, when orders were given to about the Ship. After doing so was compell'd to take in the Top Gallant sails. 11 o'clock the wind blowing very strong with heavy squalls, reef'd the Top Sails, took in the main Sail and Spanker. Had two of Mr. Edges horses down, but not hurt. Towards noon the weather more moderate and the wind shifting enabled the Vessel to lay her course, but making very little Progress through the strong sea and a current of two Knots an hour against the ship. 8 o'clock went to bed.

Tuesday 13 Feby .

I was compelled to turn out at 12 oclock to take my watch until four oclock. The horses begin to be fatigued through standing, but stand it very well considering. I have more bother with the other horses than I do with my own. 8 oclock the wind very light with a heavy swell, which causes the Vessel to roll a great deal. Employed this day after attending to the horses in making Eucalyptus and Alumnus box into one so that Eucalyptus may lay down; the mare Tewes improving every day.

Wednesday 14th. Feby.

A beautiful morning with a light favourable breeze, going about three Knots. Cleaning and feeding as usual. After lunch 12 oclock tried to catch some Boobies, but came off unsuccessful. The Horse Grenadier fell down but not hurt. A great quantity of Dolphin and Bonitre Swimming about the head and astern, but could not catch any of them – the wind has died away to calm, the Vessel rolling much. At 9 oclock the weather rather unsettled, the sky looking very black and Squally. 11 oclock it commenced to blow a Hurricane, all hands taking in Sail, which greatly alarmed the Passengers and myself among the number.

Thursday 15th. Feby.

I was compelled to sit up all night (Wednesday) in watching the horses through it blowing so very fresh and cannot put any confidence in the coolies, having found them asleep on their watch. The morning very fine but till blowing very fresh, the Vessel under close reef Top Sails and fore Sail. The Ship not laying her course by Seven Points put her about, we are now fast approaching the dreaded Cape Lewin. The horses all well but cannot clean them out on account of the strong sea that is running and the Vessel rolling heavily; she is in my opinion a bad sea boat. 12 oclock the weather moderating and wind coming more favourable enable the Vessel to lay her course. Four oclock shook the reefs out of the Top Sails and set the main Sail. I this day killed a sheep and have been Butcher since leaving Sydney.

Friday 16th. Feby.

Upon my appearance on deck I found the weather very fine and a good fair wind, all sail set, the Vessel laying her course going Six Knots by the Log line. I was compelled to turn out at three oclock this morning to get one of the horses up which had fallen down through fatigue: cleaning and feeding the horses, they are all well. 12 oclock, after the Captain had taken the Sun and made his calculations, he informed us that we were well clear of the long talked of Cape Lewin, which I can assure I am not sorry for. After lunch amusing myself in catching Boobies. All the Passengers enjoying the fine weather on the Poop till 10 oclock.

Saturday 17th. Feby.

The weather still fine and wind favourable going about five Knots, all hands in high glee of making a good run should the breeze continue. Cleaning and feeding as usual, the horses all well. About 11 oclock a Sea Monster of a Shark swimming about the Quarter, the largest I ever saw, he did not stay long with us. 12 oclock the breeze freshening all Sail set, Studding sails below and aloft, going by the log line 8 Knots. Tried to catch some birds. 2 oclock water brushing the horses manes. Nothing occurred during the remainder of the day.

Sunday 18th. Feby.

We have now a great deal of trouble with the horses, they are quite worn out with standing so long on their legs that they are falling down every morning, especially Bowmans horses which are in very bad condition, being so when shipped. The weather still fine and wind favourable, but blowing very fresh, a heavy sea on which causes the Vessel to roll very heavily, so that it is a hard matter for the horses to keep their legs. They are all well, but had to dispense with the cleaning this morning. Ten oclock the wind still blowing strong, was compelled to take in the studding sails, the main Top Gallant sheet gave away, took in the Top Gallant Sails. Four oclock took one reef in the fore and Mizen Top Sails. The weather still the same at 12 oclock when I turned into my Cabin. All well.

Monday 19th. Feby.

I was again call'd up at 2 oclock to assist in getting one of the horses up which had fallen down, was compelled to bleed him. 3 oclock Went to my Cabin and did not get up till 8 oclock this morning, when I found the wind still favourable and going about Seven Knots. The weather more Moderate. The

horse that had fallen down much better this morning, the remainder all well: cleaning and feeding as usual. The Captain very unwell with Palpitation of the heart. Four o'clock the breeze freshening and a heavy Sea on causes the ship to roll, which is very disagreeable especially at meal time. 9 o'clock the Captain very bad.

Tuesday 20th. Feby.

A beautiful morning with a light favourable breeze and little Swell on. Set the lower Fore main and main Top Gallant Studding Sails, the ship going by the Log line 8 Knots. The Captain very bad, had no rest all night. Employed as usual in cleaning watering and feeding the horses. Spunging their nostrils with vinegar and water – they are all well.

12 o'clock I was able to ascertain for the first time since leaving Sydney the Latitude, which is 29 degrees 28 Miles South of the Equator, which we expect to cross in about 10 days should the breeze continue. The Captain not able to take his Place at the Table.

Wednesday 21st. Feby.

The Captain still very Ill and have been so all through the night. The weather still favourable and smooth water, the Vessel going about Seven Knots, and I believe we are now fairly in the South East Trade's. A great quantity of flying fish seen to day. We are now getting into warm weather. The horses all well, cleaning and feeding as usual.

12 o'clock Latitude 26 degrees 58 miles. Towards noon the breeze very light. Four o'clock the Captain not able to join us at the dinner Table. Nothing of any note occurred during the remainder part of the evening.

Thursday 22 Feby.

The weather beginning to get warm as we approach to Equator, a light breeze, going about four Knots. The horses all well. 12 o'clock Latitude 23 degrees 55 miles. The Captain I am happy to say is much better. All my fellow passengers are well and make themselves very agreeable. Myself I am very well with the exception of the headache.

Friday 23 Feby.

I was awoke last night a 11 o'clock to get one of the horses up (Swordsman) having fell down, was compelled to break his stall down to get him up he was so jammed that he could not move. Upon examining him I found he had tore his side in two Places with a nail. Bled him, and bathed the torn Places, Rigler and myself watching till four o'clock, when we had a doze; the coolies cleaning the horses! This morning they begin to make themselves more useful. The morning very fine, the weather warm and light breezes, the Ship going about four Knots. 12 o'clock Latitude 21 degrees 30 miles. The Captain I am happy to say is fast Improving and able to join us at the dinner Table. Tried to catch some Boobies, but cannot my hooks being too small, they break them in pulling them up.

Saturday 24th. Feby.

I was again called up to assist in getting one of Miss Johnsons horses up that had fallen down. After putting him to rights, I had the mishap to fall down the fore hatch and hurt my leg severely. Gave the Horse Swordsman a doze of Physic and fomenting his Sides which are much swollen. The remainder of the horses all well. 12 o'clock Latitude 19 degrees 20 miles. Captain Longford still Improving. My leg very Stiff and Swollen – bathed with warm Water. I wish myself back in Sydney again, being quite tired of my undertaking.

Sunday 25th. Feby.

Raining very heavy from four o'clock to 6 o'clock when it cleared up, the breeze still favourable, going by the Log line 6½ Knots. The weather warm after the rain. Employed as usual cleaning and feeding the horses, they are all well with the exception of Swordsman, whose side is much swollen; was compelled to put a Rowell on his chest. 12 o'clock Latitude 17 degrees 30 miles. The Captain quite recovered. My leg very sore and much swelled, bathing with warm water.

Monday 26th. Feby.

The weather very squally all night and attended with some showers of rain which continued till about 10 o'clock, when it cleared away; the breeze still favourable, going five Knots. 12 o'clock Latitude Sixteen degrees & Ten miles. The weather exceedingly warm and the horses suffering severely through the heat. My leg still very bad.

Tuesday 27th. Feby.

I was compelled to make my bed on the Poop, the weather being so warm that I could not sleep in my Cabin. Four o'clock a calm. Cleaning and feeding the horses as usual; the horse Swordsman still very bad, fomenting his side twice a day; the remainder all well, but suffering very much through the heat and Coughing. 12 o'clock one of Edges fell down and capp'd his hocks, was compelled to bleed him. Had some Squalls of rain during the evening.

Wednesday 28th. Feby.

I was forced to take up my bed and run not walk at half past two o'clock by a heavy Squall of rain, which came down in torrents for the space of 10 minutes when it was all over. 6 o'clock not a breath of wind. After feeding the horses employed in Spunging their nostrils with Vinegar and water, damping fore legs, water brushing their manes and tails. 11 o'clock myself and Rigler strip't to the skin – it is just the same as being in an oven. Mr. Edges horse coughing very much, bled him and gave a cough ball; the horse Swordsman much better day. My leg something better the swelling going down.

Thursday 29th. Feby.

As usual slept upon the Poop, but not disturbed during the night. This morning the weather exceedingly warm. A great quantity of Birds about, some lodging upon the yards of the Ship; flying fish, albacore and Bonitre to be seen in all directions, but not lucky enough to catch either, birds or fish. 12 o'clock a calm. The horse Swordsman Improving, the remainder all well with the exception of Mr. Edges, who continues very bad. I am afraid should the weather continue so warm much longer I shall have most of the horses bad.

8 o'clock when a large shark was swimming about the stern, a line was instantly put over and in less than 10 minutes he was on the main deck, and cut into peices for a fresh mess in the morning.

Friday 1st. March

It is now five weeks since we left Sydney and had I known as much before as I do at present I would never have left. Myself I am well and all the Passengers, who are very agreeable, the Captain quite recovered from his Illness. The weather very warm and not a breath of Wind. The horses suffering from the heat; they are all well, the Sick horse continues very bad. A very large Shark caught this day and a quantity of birds, the chief Mate Preserving some of the Skins. Slept as usual on the Poop.

Saturday 2nd. March

I was compelled to take up my bed and walk or rather run for it, about two o'clock this morning in consequence of a heavy Squall of rain which lasted about half an hour. Five o'clock still a calm. Cleaning and feeding the horses as usual; Sir Thomas bad with a cough, bled him severely, and gave a cough ball; Mr. Edge's horse very bad, he is down and cannot get up, drenched him with gruel. 12 o'clock Washed the deck and had it sprinkled with vinegar, also spunged the horses nostrils and damped their fore legs.

Three o'clock the horse died, had him skinned and opened when his lungs was completely rotted away. Still a calm the Vessel has not Steerage way.

Sunday 3 March

As usual I was again turned off the Poop, the rain coning down in Torrents. Sir Thomas not coughing so bad this Morning, the remainder all well but suffering through the heat. Had the Thermometer between decks, it was up to 93 degrees in the Shade. Nothing of any note occurred during the remainder of the day.

Monday 4th. March

I had a good nights rest, not being disturbed with either rain or the horses. Cleaning and feeding as usual. They are all well with the exception of Sir Thomas who is still coughing but not so bad. 12 o'clock After the Captain had made his observations he informed us that we are now under the Sun, the heat is intolerable and the horses suffering severely, they are the same as if they were rode through a river. We are now quite tired of Ship board through calms and warm weather.

Tuesday 5th. March

A light breeze sprang up a three o'clock this morning the Ship going about two Knots, which continued

till 9 o'clock when it was as usual a calm. The mare Zephyrine legs swollen very much, was compelled to put her into the hospital. She appears to be cramped all over, cannot put one foot before another, bled her and gave a dyretic ball; the remainder all well with the exception of a slight Cough. 12 o'clock Latitude 5 degrees 24 Miles South of the Equator.

Wednesday 6th. March

I was awoke this morning at four o'clock by one of the men having caught a large Shark, he was taken forward and eaten by the crew. The mare Zephyrine very stiff, She cannot stand on her legs, she has a good bed of Hay under her and lays down all the day, we are compelled to drench her with gruel. Sir Thomas Improving every day, the other horses all well but suffering through the heat. 12 o'clock Latitude 4 degrees 25 Miles. A great many birds about this Evening some of which the boys caught, also Bonitre and Albacore playing all round the Vessel. One of the Sailors harpooned one through the gills, but was not lucky enough to get him through the harpoon coming out. Some light squalls of Wind and rain during the latter Part of the evening.

Thursday 7th. March

A calm during the night. I was compelled to take some medicine, not feeling well. 8 o'clock a slight squall attended with rain which is very frequent in these Latitudes. After cleaning and feeding the horses, employed in spunging their nostrils with vinegar and water and damping their fore legs. 12 o'clock the Captain not able to obtain a Sight of the Sun, it being over cast with clouds. After lunch had the mare Zephyrina legs well fomented with warm water and gave her a fever ball. It is enough to kill any Person to stay down between decks with the horses. I wonder that some of them do not die through the heat. Towards noon the weather looking very black and threatening.

Friday 8th. March

A light breeze sprung up during the night, the Ship going about three Knots. 9 o'clock a calm and very hot, the thermometer 92 degrees in the shade. The horses all well with the exception of Zephyrina who continues very bad. About half past eleven the weather very Squally, took in the Top Gallant Sails. 12 o'clock the Captain not able to see the Sun, through it being overcast with clouds. 2 o'clock blowing very fresh, took in the Mizzen Top Sail, double reefed the Fore and main Top Sail, took in main Sail and brailed up the Spanker; towards noon the weather moderating. Put the Ship about. Steering North East, our course North and by west. 8 o'clock the weather fine, made Sail.

Saturday 9th March.

A fine breeze all through the night, the Ship laying her Course and going five Knots by the log line. Cleaning and feeding as usual, they are well with the exception of Zephyrina who does not get any better of her stiffness. This day not so hot and have hopes should the weather continue moderate, to land the horses in good condition. They are now as fresh as when they left Sydney. 12 o'clock one degree 10 miles South of the Equator. Towards noon the wind light and the Ship not laying her course by four Points. 8 o'clock a calm.

Sunday 10th March.

I was again turned off the Poop about half past three o'clock this morning by a heavy squall of Wind attended with rain; was compelled to take in the top Gallant Sails; in the course of half an hour it was all over. 6 o'clock the weather looking bad. Light squalls till 8 o'clock when it commenced to blow most terrific, all hands close reefing the Top Sails, took in the Spanker, clewed up the main Sails, the Ship now under Snug Sail. Hard matter to keep our seats at the breakfast table, the two Ladies much alarmed and unwell. The horses all well excepting the mare, who I think is something better. Had to dispense with the cleaning on account of the Strong weather. The Captain not able to obtain a Sight of the Sun. He is greatly afraid that the Sun will cross the Equator before we do – if so it is most likely that we shall have very bad weather. 4 o'clock a large Peice of timber floating alongside covered with a kind of small fish and muscle. The weather still bad and blowing very fresh. 10 o'clock the weather moderating.

Monday 11th. March.

The weather still Squally and the Vessel under Snug Sail, but not laying her course by Six Points. Put her about. Cleaned and fed the horses, they are very well with the exception of a Slight Cough. Zephyrine still very stiff and her legs swelling very much; bled her in the Plate Vein and gave a doze of Physic. 12 o'clock the Captain not able to get a Sight of the Sun. About Ship. Steering north east,

our course north north West, the still Squally with rain. The Ladies not recovered from their Illness, all the other Passengers are well.

8 oclock about Ship again, still making no headway. 9 oclock it commenced to blow with great fury, attended with heavy Thunder and Lightning which continued for about one hour and a half when it abated.

Tuesday 12th March.

The weather moderate and Something finer than any we had for some time past. The Vessel not laying her course by two Points. Set the Top Gallant Sails over the double reefed Top sails. I had a great deal of trouble with one of Bowman's horses, he having fell down in the night and hurt himself severely. Was compelled to resort to our usual mode of getting them up, that is by a block being fastened to the beam and a rope reeved through it and fastened to their tails. Took some blood from him. Zephyrine very stiff. I do not know what to make of her. The remainder all well; cleaning and feeding as usual. 11 oclock shook a reef out of the Top sails. Light variable winds. 12 Latitude two degrees 55 miles

north of the Equator. A Bird caught upon the Main yard, supposed to be blown from the Island of Ceylon. 11 oclock one of Bowman's down but not hurt. I have more bother with those horses than with all the others.

Wednesday, 13th. March

I was called up this morning at half past one oclock to get one of Bowman's horse up which had fallen down through fatigue, he could not stand on his legs so we were compelled to bring him out of his stall and let him lay down on the decks, with some hay under for two hours. The weather rather squally. Put the Ship about, not laying her Course by five Points. Went to bed at Three oclock, turned out as usual in the morning five oclock. Put Bowman horse into his stall. Bled him, fed all the others. The mare Tewes very bad with a cough, bled her and gave a hot mash. 11 oclock it commenced raining very heavily, the men busily employed in catching the rain water. 12 oclock the Captain not able to obtain a Sight of the Sun.. 2 oclock the horse Eucalyptus blowing very high and feverish, bled him when he broke out into a strong sweat, Rigler and myself rubbed him thoroughly dry and put him into a loose box, where he layed down and enjoyed himself for two hours without even getting up. Four oclock one of Wentworths horses bad with the gripes. Bled him and gave a gripe drink which gave releif for a short time, when he was taken bad again. Sat up with him till four oclock, he appears Something easier. The sickness was occasioned by giving the rain water to drink.

Thursday 14th. March

The weather still Squally with rain, making very little progress. Wentworths horse still very bad, bled him and gave a glister, but gave no releif, I have no hopes of his recovery. Eucalyptus still blowing high and feverish, gave him a fever ball and a glister; the mare Tewes coughing very bad; the remainder of the horses coughing more or less, but dare not bleed them on account of the unsettled state of the weather. 12 oclock Latitude 4 degrees 15 miles. Towards noon the weather more settled when I bled some of the horses and gave a cough ball. Nothing of any note occurred during the remainder part of the Evening till about 10 oclock when Wentworths horse died.

I cannot speak to highly of the Ship's crew, they render me assistance any hour of the night or day that I call upon them.

Friday 15th March

I was compelled to sit up the greater part of last night with Eucalyptus, he is still blowing very high and feverish; gave him a fever ball and recourse to the glister pipe and after getting a good passage through him he was something easier. The remainder of the horses still coughing and are regular worn out through standing so long on their legs.

The weather light and variable, attended with some heavy Squalls of rain. I am at this present moment quite wearied out and should it please divine Providence that I return once more to Sydney, I pledge myself that nothing shall induce me to leave it with any more horses. 12 oclock latitude four degrees fifty Six miles. After lunch had a sleep till dinner time, when I awoke with severe Pains in the head and back. Nothing occurred up to 11 oclock when I turned in for the night.

Saturday 16th March

I was called up this morning at one oclock, one of Bowmans horses down and bad with the gripe. Bled him, gave a gripe drink and had recourse to the Glister, but to no purpose, he was so bad that when

we got him out of his stall he would not stand on his legs till we could get him into a loose box. He lingered until four o'clock when he died. It is a very unpleasant berth on board the Ship where there are horses belonging to different Parties. Remarks having been made that my horses do not get bad. Myself and Rigler have used our utmost endeavours to give the horses relief that have been bad, watching them night and day. 8 o'clock the weather very fine and a good fair wind which is something new to us, raising our Spirits of soon seeing Calcutta should the breeze continue. Eucalyptus much better, the mare Zephyrine still very stiff; cleaning and feeding as usual; the remainder of the horses not coughing so bad. 12 o'clock Latitude 6 degrees 20 miles. The weather very uncertain, a calm and warm. The Thermometer 92 degrees in the shade.

8 o'clock our Spirits reviving by a fine breeze springing up and favourable, the Vessel laying her course and making five Knots. 10 o'clock made my bed upon the Poop for the night.

Sunday 17th. March

This is St. Patrick's Day a beautiful morning, but rather warm and am happy to say all the Passengers enjoying good health, but rather tired of their Passage. The breeze continued favourable during the night and should it continue till 12 o'clock shall make a good run. Employed as usual cleaning and feeding the horses. They are as well as can be expected, Eucalyptus Improving, Zephyrine still continues stiff. 12 o'clock Latitude 8 degrees 24 Miles. We are now fairly in the Bay Bengal, and am sorry to say lost our fair Breeze, the Ship not laying her course by five Points.

Monday 18th. March

A beautiful morning but the weather warm. After cleaning and feeding the horses, employed in taking them out of their stalls, rubbing the long hair of them and washing their legs, which took all my time this morning. 12 o'clock Latitude 10 degrees One Mile. After lunch one of Miss Johnson's horses had fallen down and hurt himself severely, capping his hocks and knocking the hair of his hips – we are now in a short distance of Madras, had we been bound for that Port we could have run in their by 12 o'clock tomorrow. Some big Bonitre and Albacore swimming about the Vessel but could not catch any. 3 o'clock the breeze freshening and coming more ahead, was compelled to take in the main Royal and a flying Jib, the Ship not laying her course by five Points. Nothing occurred during the remainder of the Evening.

Tuesday 19th. March

I was called up during the night to get the horse Grenadier up which had fallen down but not hurt; bled him. 5 o'clock, a beautiful morning but exceedingly warm, the horses suffering very much from the heat; they are recovering of the cough. Zephyrine very stiff, Eucalyptus Improving. After cleaning and feeding, finishing rubbing the hair off the remainder of horses. 12 o'clock a calm. Latitude Ten degrees, fifty five miles north of the Equator. Towards noon it commenced blowing very fresh, was compelled to take in the Top Gallant Sails. The Wind unfavourable so that the Ship did not lay her course by Seven Points. 8 o'clock Put her about.

Wednesday 20th. March.

We have had a strong breeze all night, but making no Progress, the Vessel not laying her course by Seven Points. As usual cleaning and feeding the horses. Zephyrine continues very stiff in all her legs. The mare Tewes very bad with the cough and have nothing to give her having used all my Cough balls. Eucalyptus quite recovered from his Illness, but continues very bad in his feet – the remainder all well, but suffering from the heat.

12 o'clock Latitude 11 degrees 15 Miles. The Thermometer being up to 110 degrees in the shade. 2 o'clock, a perfect calm and great quantities of fish in all directions. I saw a fish called a Scape Jack chase a flying fish about 20 yards and catch him. 8 o'clock a light breeze springing up but not favourable.

Thursday 21st. March

A calm during the greater ... of last night, with occasionally a slight Squall of rain, the morning very fine but no wind. It is a beautiful Sight to See the Sun rise and Set, the different Colours being very grand. Employed as usual cleaning and feeding the horses; they are suffering from the heat which is immense, the Thermometer in the Shade at 12 o'clock was up to 101 degrees. Latitude 11 degrees, 32 Miles. The mare Tewes coughing very much, bled her and put a poultice of hot bran under her throat towards noon. By 7 o'clock we have a light breeze but not favourable. The Ship not laying her course by Seven Points – 9 o'clock went on the other Tack, but not laying so well.

Friday 22nd. March

I was turned off the Poop this morning about half past three with a heavy Squall of rain, which done a great deal of good in cooling the air. 5 o'clock, the morning very fine with little or no wind. 8 o'clock, a breeze springing up Tacked Ship. She is laying her course and going about two Knots. One of the Bowman horses bad with the Gripes, bled him and gave a gripe drink which gave relief. 12 o'clock Latitude 11 degrees 52 Miles. The wind still light and coming more ahead, the vessel laying North North West, her course North and by East. 2 o'clock, the horse rather uneasy, glistered him, but could not keep him on his legs. 5 o'clock, much better having a good passage through him. After tea braced in the yards, the Vessel coming up two Points.

Saturday 23 March

The horse still better, the others all well with the exception of Eucalyptus and Zephyrine, who continue very stiff in their fore legs. Cleaning and feeding as usual. Some person in the night stole the Riglers Tobacco, he is therefore compelled to smoke coffee their being no Tobacco in the Ship. 12 o'clock, Latitude 13 degrees 10 Miles. A Sail on the Starboard bough which caused a little excitement among us as where she was bound too. At 2 o'clock she hoisted her Ensign when she proved to be an arab Merchant Vessel bound to Persia. Towards noon our fine breeze died away, we are now in quite a calm.

Sunday 24th. March

Slept upon the Poop as usual, had a light breeze the greater part of the night, going about two Knots. The morning very fine but warm and expect should our breeze continue, to have the Pilot on board by Wednesday. The horses suffering very much from the heat. Cleaning and feeding as usual. 12 o'clock Latitude 13 degrees 55 miles. One o'clock a calm and a Sail to be seen on our Starboard bow a long way up to Windward. She was the same as ourselves becalmed.

Monday 25th. March

The morning very fine but warm, still a calm. Employed this day in examining all the horses; rubbing the long hair of them, washing their fore Legs, spunging their nostrils with Vinegar and Water. They are all I think in as good condition as the day they were shipped, some are much better, and all are very well, with the exception of Eucalyptus and Zephyrine, who continues very stiff. 12 o'clock Latitude 14 degrees 29 Miles. The Thermometer in the Sun 130 degrees, in the Shade 92 degrees. After the men having finished Painting the Ship outside, the captain lowered the long boat to see how she looked. After doing so Mr. Stephen and myself had the boat taken round by the stern where we had a bath and was afterwards joined by the Captain. When we had finished bathing we had a row in the boat, the water being as smooth as glass. Five o'clock a great quantity of very large Black fish swimming about in all directions. Nothing of any note occurred during the remainder of the day.

Tuesday 26th. March

The morning very fine but warm. It is now tow Months since we left Sydney and all our Passengers well. We have a light breeze going about two Knots, the Captain is in hopes that it is the South West Monsoon. Employed as usual in cleaning and feeding the horses, they are all well with the exception of the mare and horse who continue very stiff and do not get any better, their legs are very fine I am continually fomenting them and keeping cold bandages on them. 12 o'clock Latitude 14 degrees 46 miles, the Thermometer in the Sun 132 degrees, in the Shade 98 – we are very unlucky that a breeze do not stay with us more than a few hours: it is now calm, the water as smooth as glass. A great many blackfish swimming about in all directions, also many large fish but not able to catch any. Nothing occurred during the remainder of the Evening.

Wednesday 27th. March

One of Bowmans horse down in the night but not hurt. Not a breath of Wind during the night, neither making any progress this morning. The horses suffering very much from the heat. They are very well employed as usual in cleaning and feeding them. Spunging their nostrils with Vinegar and water. It is warmer I think than when we crossed the Equator. 12 o'clock Latitude 15 degrees 7 Miles. A great many Porpoises about tried to harpoon some but came off unsuccessful. Towards 8 o'clock a light breeze which continued till 12 o'clock when it again fell calm.

Thursday 28th. March

A beautiful morning but exceedingly warm, with a gentle breeze going about three Knots. Feeding the horses as usual which is a very warm task. Some very large whales spouting within one hundred yards of the Ship, and many large fish swimming about but could not catch any. 12 o'clock Latitude 16 degrees 12 Miles. A small Shark swimming astern was fishing for him above two hours, he would take the bait and shake it like a dog, the breeze freshening we lost him. Nothing occurred during the Evening.

Friday 29th. March

The breeze still favourable and going about four Knots. After breakfast commenced cleaning and rubbing the long hair of the horses, washing their legs all round, combing their manes and tails and spunging their nostrils with Vinegar and water. They look now after their cleaning better than when they left Sydney; and if no accident happens I shall land them all in good Condition. The mare and horse continues very stiff. This has been a hard days work. The weather heavy to exceedingly warm; four o'clock the breeze freshening, the Vessel making by the log line 6 Knots; this breeze has revived all our hopes of soon seeing Calcutta when we shall all be glad to Put our foot once more on Terra Firma.

Saturday 30th March

The breeze still favourable and I am happy to say it continued during the night, we are now fairly in with the South West Monsoon which blows every alternate six months. Cleaning and feeding the horses as usual, they look something better after their dressing. 12 o'clock a Vessel to be seen on our Starboard bow, She was at to great a distance to Speak her. A quantity of Porpoises about, but not able to harpoon any.

Sunday 31st. March

We are now two days sail of the Sand heads the Pilot Station and should the breeze continue we expect to have him on board tomorrow; every Person in high glee in expectation of soon putting their foot once more on Terra Firma after a very tedious Voyage. Cleaning and feeding the horses as usual. 12 o'clock we are now standing in for the light house, called False Point; two Vessels to be seen a long way to Windward bearing down towards us. Four o'clock the Captain took his observations not being able to obtain them correctly this morning, when we altered our course from north West to East north East. Alls well.

Monday 1st. April

We had a fine run all last night going about 8 Knots and are fast approaching the Pilot Station; the chains are all up and the anchors over the bough. 10 o'clock a Vessel to Windward at anchor which proved to be the long talked of Pilot Vessel; we had to close haul our Vessel and bear up to her, which we did in a very short time and had the Gentleman on board. The Pilot Vessels are about three hundred Tons and are constantly cruising in those Latitudes for Ships coming to Calcutta, it being a most dangerous Place to come to; a Pilot must serve a number of years as Leadsman before he is allowed of taking the charge of Piloting a Vessel to Calcutta. 12 o'clock abreast of the light Ship: a great many Planks floating about belonging to a Vessel that was wrecked here on the 24th. March. 3 o'clock land to be seen called Sangor Island, a great resort of Tigers and Jackalls, it is a very low Island and generally flooded in the rainy season. Came to anchor at Kedgerree at 6 o'clock. We had a boat alongside selling Bananas, Coco Nuts and Cigars. There is a very large vessel the Cornwallis Frigate laying ahead of us.

Tuesday 2nd April

We got under weigh this morning at four o'clock with a fine breeze and the tide in our favour, which runs at 6 Knots per hour. We see a Vessel called the Sydney from America go ashore getting under weigh, but it is supposed she will be got off at high water. A great many boats manned with Hindoos came alongside to sell their different sorts of goods. Such as Cigars, Tobacco Fruit &c. We are now running very fast up the River Hooghley. The Country along the Banks of the River is very low, the soil very good but impregnated with Salt Petre. Coco Nut and Plantain Trees in great abundance. We are now off a Place called Deamond harbour, a Station for the Custom House officers. A great many boats coming off the nearer we approach the town, the boats are called Dingy Wallah and are of a curious description, which you may trust yourself in if it is a blowing a gale of

Wind providing you do not interfere with them in the management. The weather very warm and are fast approaching the City of Palaces. Came to Anchor at five o'clock at Garden Reach which is five miles from the Town.

Wednesday 3 April

The morning very warm and fine weather. One of the most shocking sight I ever saw I was witness to this morning no less than 20 dead bodys floating down the River, which water you are compelled to drink: the cholera and Small Pox raging very bad carrying off from three to four hundred natives daily and a great many Europeans. There is a burning house and if any of the Natives that died if their friends are able to Pay for the fine, they are took to the burning house and burnt, if they cannot pay they are thrown into the River.

10 o'clock got under weigh and came to anchor at 12 o'clock at a place called Coolie Bazaar, the Pilot not being allowed to take the Vessel any further up the River. Went on shore with the Captain to see about stabling for the Horses, but did not arrange. Went to Banks Hall to see Mr Bowmans brother and from thence on board the Ship, when I amused myself in writing some letters to Sydney, a Schooner called the Mermaid being about to sail for that Place.

Thursday 4th April

The morning very fine but exceedingly warm. The Harbour Master came on board and took charge of the Vessel, got under weigh and bringing her up to the Moorings.

9 o'clock went on Shore and arranged with Messrs. Hughes & Templars to stable and land the horses. I for the first time had to hire a Palaquey, which is carried by four Hindoos, they will travel with you at five Miles per hour; you dare not walk as you are sure to be Struck with the Sun.

Friday 5th. April

The Vessel is now fast on the Moorings, and Commenced at four o'clock to land the Horses, which we finished by five o'clock in the Evening without any accident after a warm days work. Rigler the Groom stopping with Mr. Clarkson the Superintendent of Mess. Hughes & Templars.

Finis of my Journal.

Daniel Wilson

Born July 21st. 1819

Native of Australia, New South Wales.

Dear Australia, I love thee, thy Vales and thy Mountains
And beauty and grandeur proclaim thee their home,
Whilst dark flowing streams and Crystalliz'd fountains
O'er thy fertiliz'd bosom delightfully roam.
But lovelier than all are thy beautiful daughters
Whose Smiles are like Sunbeams that gladden the earth,
Those forms are more fair than the nymphs of the waters,
They bless and adorn thee, lov'd land of my birth.

I Remember, I Remember.

I remember, I remember
How my childhood fled by
And the mirth of its December
And the warmth of its July.
On my brow, love, on my brow, love
There are no signs of Care
But my Pleasure are not now, love
What childhoods Pleasures were.
I remember etc.

Then the bowers, the the bowers
Where as blithe, as blithe, could be
And all their radiant flowers
Where coronals for me.
Gems to night, love, gems to night, love
Are beaming in my hair
But they are not so bright, love
As childhood roses were.
I remember &c.

I was merry, I was merry
When my little lovers came
With a lilley, or a cherry
Or some new invented game.
Now I've you love, Now I've you love
To kneel before me there
But you know you're not so true, love
As childhood's lovers were.
I remember &c.

O come to me when Day light Sets.

O come to me when daylight Set
Sweet, then come to me
When smoothly go our gondolets
O'er the moonlight Sea.
When mirth's awake and love begins
Beneath the glancing ray
With Sounds of lute and mandodlin
To steal young hearts away.
O come to me &c.
O then the hour for those that love

Sweet, like thee and me
When all is calm below; above
In Heaven and o'er the Sea
When maiden sings sweet barracoles
And echo sings again
So sweet those all with ears, and Souls
Should love and listen then.
So come to me &c.

Memorandum of a Journal from Calcutta to London
on board the Ship Henrietta

Thursday May 16.

The Ship's company were called up this morning at four o'clock to get the anchors up which was done by seven o'clock, when the Steamer Andrew Henderson sent her warps which was made fast, when we bid adieu to Calcutta, which we was not sorry for on account of the sickness that was prevailing at the time, it having carried off the Second Mate and three of the men. It was a most sickening sight to see fine healthy men working in the hold of the vessel, when they came at 11 o'clock for their grog be seized with the Cholera and by 6 o'clock in the evening which was the case with three of those unfortunate men, the Second Mate was well and hearty at 9 o'clock at night, and by 10 o'clock the next morning he was dead and buried. We are making rapid progress down the River, having the tide in our favour, going about 10 knots per hour. It is a very dangerous river to go down, some places you can not go over only when it is high water, and you are compelled to have a man in the chains hearing the lead every five minutes. We came to anchor for the night at a place called the fisherman's Point.

Friday 17th May 1844

We were compelled to wait until the tide made to enable us to go a very dangerous place called the James & Mary, which name it had by a vessel of that name being lost upon the sands. 10 o'clock the Steamer made fast again with the warps when we resumed our voyage. Bought a quantity of fine fish from the fisherman which was a delicious treat to us.

Nothing occurred during the day until four o'clock when we came to anchor for the night at a place called Mud Point, when the Steamer left us she being only engaged for two days.

Saturday 18th May

We got underweigh at 10 o'clock with a strong breeze from the South West, which is quite foul for us, tacking ship every 10 minutes, which keeps the men busily employed. Four o'clock came to anchor at a place called Cawcolly.

Sunday 19th May

We did not get underweigh this morning till 12 o'clock when it commenced blowing very fresh, was compelled to take in the top gallant sails. There are three vessels beating out and are I believe bound for London: in beating out you can only work with the tide. 6 o'clock came to anchor of Saugon.

Monday 20th May

As usual we got underweigh at 12 o'clock when we made a great day's work, having beat out about 10 miles past the inner floating light, when we came to anchor. We expect to get rid of the Pilot tomorrow. The chief mate very bad and confined to his cabin. 9 o'clock the Captain begged of me to keep watch until 12 o'clock when himself and the Pilot were to be called, it being their intention of getting underweigh again at 12 o'clock. I called them at the time when I turned in for the night.

Tuesday 21 May

I got up this morning at four o'clock the ship still underweigh. Came to anchor again at 6 o'clock, a signal being made to the Pilot brig to come and take the Pilot out but she did not come to us on account of it blowing very fresh: got underweigh again at 12 o'clock, it was blowing so fresh that we could not fish the anchor, which was doing much damage to the bows. Took in the top gallant sails, the vessel pitching bows under water. We are now in the South Channel, the outer Pilot vessel laying at anchor. 3 o'clock the wind blowing very hard, very near to a gale, the vessel giving one or two awful pitches when she carried away the bowsprit. All hands securing the fore top mast and top gallant mast, expecting they would go over the side every moment after the bowsprit was carried away. The vessel was put before the wind when we bore up to the Pilot brig. She made signals for us to stand out to sea as he expected a gale of wind, we therefore had to bolt ship and stand away. The mast being secured, and we had the good luck to get the anchor secured from knocking against the bows, which had done much damage: the pumps were sounded and found she was making water fast. 10 o'clock hove the ship too, under a close reefed main top sail, all hands pumping the vessel.

Wednesday 22 May

All hands up at four o'clock, on the Pumps being Sounded it was found that there was 8 feet of water in the hold; all hands pumping when the Sugar came up as thick as Molasses.

The weather moderating, we stood again for Calcutta, made the Pilot brigg, told them we were in distress, and asked them to accompany us as far as Saugor, which they promised to do, but they did not keep their promise. Came to anchor at 12 o'clock when we turned in for the night.

Thursday 23 May

We got under weigh again this morning at four o'clock, the men regularly worn out with fatigue, but still working at the pumps. 10 o'clock we got two tow boats and made them Pump the Ship. Upon examining the Ship Bows it was found the anchor had made a hole in her. Four o'clock the Steamer Dwar Ranauth towing the Ship Sir Robert Sales, we asked her if she would take us in tow upon her return, which she promised to do. Came to anchor at Diamond Harbour for the night.

Friday 24th. May

At 10 o'clock the Steamer being in readiness to take us in tow, she sent her warps which being made fast we were again approaching Calcutta fast; the men still pumping, and I should think there was one hundred Tons of Sugar pump'd out of her. The men are quite worn out. 5 o'clock Came to anchor at Coolie Bazaar where the Captain intends to discharge the Cargo in the Ship Genl. Kydd.

Journal Continued July 25th. 1844.

Thursday, July 25th. 1844.

The Ship lying in the River off Garden Reach. The Pilot and Leadsman came on board at 20 minutes to 7 o'clock, when the Ships commenced shortening the cables ready to drop down with the tide, half Past 8 o'clock, Breackfasted. The Ship Patarick Queen, Bound for Liverpool and the American Barque Jacob Perkins dropping down. All hands busily employed in getting up the Anchors, which was finished by half Past 9 o'clock when the Ship began to drop with the tide. The scenery on both sides of the River are very good, the trees are a beautiful evergreen and from the frequent rains that have fallen lately, the grass looks like a field of barley. In this season of the year if it were not for the great quantity of rains that fall, I should think that there would be more sickness than what there has been, the fever is raging violently in Calcutta at the present time, carrying off a great many Europeans, but Principally natives. The weather still continues very warm, you are not safe from being under Cover five minutes as you are liable to be Sun struck. I cannot conceive why they call Calcutta the City of Palaces, there are certainly some very fine houses, such as the Government House and other government buildings, but the houses generally speaking are very meanly built, and those occupied by the natives are poor miserable thatched Places; in passing those Places you are quite shocked with the stench that comes from them. In the Durhum Tulloh, the Principal street, there are two Sewers, one which is emptied into all sorts of filth, the other they use for washing themselves, you will see at all hours of the day men, women, and children, washing themselves in this drain of water. 12 o'clock came to anchor off the Botanical Gardens, after the men had finished mooring the ship they came aft and asked for a glass of Grog, which the Chief Mate refused to give. 2 o'clock all hands ordered to turn too, when they refused to do their duty. The weather exceedingly warm during the remainder Part of the evening.

Friday, 26th. July 1844.

The Captain came on board last night about half Past eleven o'clock, when the chief mate, Mr. Sims made a report to the captain that the men had refused duty. The consequence was they were called aft, the captain asked them the reason of their refusal, they made a very lame excuse about the grog. The captain ordered them all on Shore. 12 o'clock the Pilot and lead man came on board when he informed the Captain that the Steamer would be ready to take the Ship in tow by 6 o'clock in the morning. The men were all ready to go on shore, when the order was countermanded. Orders were given by the Pilot to be called at four o'clock, which was done accordingly. When all hands were called to weigh anchor they still persisted in their refusal of doing their duty: they were called aft and upon the Articles being read over, they were called each by their name and asked if they intended to return to their work, when two refused, they were immediately placed in handcuffs and orders sent to Calcutta to send the Police for them. 7 o'clock one of the anchors up and the other being shortened to 20 fathoms. The Steamer alongside in readiness to take us in tow, all being in readiness the warps being made fast, we proceeded on our Journey at a Rapid Pace, off Fultah Point, when amongst the eddies the Vessel grounded, but no damage done. 2 o'clock dined. The Second Mate very bad with a

Stroke of the Sun, the Captain gave him some medicine. In passing over the James & Mary we had very little water, 3 fathoms, and the Ship drawing 16 feet. At half past four abreast of Diamond Harbour, when the Custom House officer left us. At Culpee there were three Vessels laying at anchor, the Ship General Harrison, Currency and the Olinda. Sundown came to anchor for the night. I have been unwell all day with pains in the head, the weather being exceedingly warm. The men that refused duty after being kept in Handcuffs about two hours, begged the Captain's Pardon and commenced work with the remainder of the crew.

Saturday 27th. July 1844.

At four o'clock all hands turned too to weigh anchor. 5 o'clock all being in readiness the Steamer made her warps fast to the ship when we proceeded at a very good pace against the flood tide, when off Mud Point we were compelled to come to anchor, something being wrong with the Steamer engine, she being a new boat and on her second trip. 9 o'clock breakfasted. After two hours delay we commenced again. 11 o'clock off Kedgerie we can see the Fore main and mizen Top masts of the Ship Cameo from Liverpool that was lost 10 days back, all hands saved. 2 o'clock came to anchor in the Saugor roads in company of the Lady Nugent and the Massasoit. I have been unwell all day with Pains in the head. 9 o'clock took some Castor Oil. 10 o'clock blowing very fresh attended with a heavy Squall of rain.

Sunday 28th. July 1844

A continuance of fresh breezes with heavy squalls of Rain during the night. All the other Vessels under weigh but our selves, we being compelled to wait for the dock boat for the Captain's papers that he left behind. 9 o'clock a calm, the vessels came to anchor again. Breakfasted, the dock boat came with the papers so that we have no delay should a favourable breeze spring up. Clear weather until four o'clock when it blew very heavy until 9 o'clock. Not feeling well went to my Cabin.

Monday, July 29th. 1844.

I was awakened half past three this morning by the dock boat coming alongside with Letters and a small Ship mail. Raining very heavy went to my berth again. 5 o'clock all hands shortening cables. 7 o'clock all underweigh with a favourable breeze, but making little headway on consequence of the strong flood tide running against us. 10 o'clock abreast of the inner floating light. Set the for Top mast and main Top Gallant Studding Sails, the wind falling light with a heavy swell causes a disagreeable motion. Four o'clock abreast of the outer floating light, can see the Pilot Vessel taking the Pilots out of the Vessels that are ahead. 6 o'clock hove too for the Pilot Vessel to take the Pilot out of our Ship, after doing so braced the yards up, and stood to Sea. 9 o'clock very squally, clewed up the Mizen and the Top Gallant sails. Went to my Cabin but could not rest. The weather still very Squally attended with Rain; clewed up the Main Sail. The weather getting stronger three of the hands standing by Top Sail halyards, when orders were given to let them go and did not hoist them again up to 12 o'clock, when I had a doze.

Tuesday 30th July 1844.

A continuance of Squalls from 12 o'clock till five o'clock this morning, when the weather began to moderate. 8 o'clock was compelled to take one reef in the Fore and main Top sail, close reef'd the Mizen, you cannot trust to the weather five minutes you must keep constantly a good look out. 10 o'clock we had a very severe Squall, attended with Rain, which came down as thick as hailstones, the weather some thing cooler than at Calcutta. I am suffering severely with pains in the head, of which I have never been free, since I was bad with the fever. We do not see anything of the Vessels that went out in company with us. 2 o'clock dined, after which I had a sleep in the Captain's easy chair. Four o'clock Set the Main Top Gallant Sail, towards dusk the wind falling light, shook the reefs out of the Top Sails and Set the fore Top Gallant Sail. Nine o'clock made my bed on the Cuddy Sofa, could not sleep, went on deck when about 12 o'clock the weather coming on Squally with rain went below.

Wednesday 31st. July.

I am very unwell this morning from having no rest those two night, feeling feverish with severe pains in my head, the weather as usual squally. A vessel to be seen up to Windward running before the Wind, supposed bound to Calcutta. 12 o'clock the Sun being over cast with cloud, the Captain could not get his observations, there fore we do not know what Latitude we are in, neither what Progress the Ship

has made since we left the Sand heads, only by the dead reckoning. The weather not so bad as yesterday. Two o'clock, after dinner I fell asleep on the Poop, but was awoke by a heavy Squall of Wind and rain. Took in the Spanker, clewed up the Top Gall't sails, and haul'd up the main Sail, it continued about 3 qrs. of an hour, blowing with great fury. You are not safe one moment from those Squalls, and most vessels are generally prepared for them in beating down against the South West Monsoon. 8 o'clock I have felt much better those last few hours than I have done for some time past. Stayed up on deck till 11 o'clock when I turned in for the night.

Thursday, 1st. August 1844

I was awoke this morning about 3 o'clock by the cry of stand by your top Sail halyards, it was blowing very heavy, when those Squalls come on you are compelled to put the Ship before the Wind, till the heaviest is blown over, and haul up to the Wind again, did not get any sleep for the remainder part of the morning, it was a continuance of Squalls up to 8 o'clock, when we had a very severe one, the Seas breaking on the Vessel very much, the jib pennants having given way two hands securing them, slight Squalls during the Morning. One o'clock the Ship was nearly on her beam ends by a severe Squall of Wind, which continued about half an hour, and then the rain came down in Torrents. Close reefed the Mizzen, Top Sail, the leach of the fore Top Sail having given away was compelled to take it down and bend a fresh one. Three o'clock I was amusing myself reading Tristram Shandy when I heard the oft repeated cry of Stand by Top Sail halyards, I went upon deck it was blowing Terrific, orders were given to ease off the jib, when it was blown into pieces, took two reefs in the Fore and Main Top Sail, the Mizzen close reefed. 6 o'clock the weather still squalling and shipping some heavy Seas, up to 8 o'clock it was a continuance of Squalls, clewed up the Main Sail, 9 o'clock raining very heavy. The men employed in catching the rain water. Went to my bed, was awoke by the ship lurching very heavy and nearly throwing me out of my bed, got up and stayed on deck till 12 o'clock.

Friday, 2nd. August

The weather still very squally attended with rain, the Captain in going off the Poop, the Ship gave a heavy lurch which threw him down the ladder, on the deck and hurt himself severely, by spraining his wrist, and cutting his face in different Places. Breakfasted of which I did ample justice to, feeling better this morning than I have done for some time past. The weather something finer, and the chief Mate endeavouring to get a Sight of the Sun, not having made any observations since we left the Sand heads. 2 o'clock dined the Capt'n not able to join us at the dinner Table. Four o'clock about Ship, she is laying up better on this Tack than on the former. The Sun out very warm, and a fine clear evening with a strong breeze. 8 o'clock, it commenced blowing heavy nearly to a hurricane about 1 hour, up to 12 o'clock it was a series of squalls.

Saturday 3 August 1844

I had very little rest during the night, through the heavy squalls they come in such gusts that they nearly throw the Ship on her beam ends and the board in front of my berth, not being high enough, when the Vessel lurches throws me out of bed. The weather as usual squally attended with rain. We are making little Progress, the wind being dead on end.

10 o'clock the weather something finer and the Sun making his appearance, which gave us hopes of ascertaining our Position, not being able to make any observations since our leaving the Pilot Brigg. 12 o'clock Latitude 16 degrees, 32 Miles north of the Equator.

2 o'clock dined: a great many Porpoises playing about the bows of the Ship, which as the Sailors say a sure indication of strong weather; between three and four o'clock it commenced blowing nearly to a gale, all hands soon got the Ship under snug sail; by 6 o'clock the weather moderating about Ship; all appearance of having a fine night. 10 o'clock a heavy squall of wind with rain, when I was compelled to go below.

Sunday, 4th August 1844

This is the finest morning we have had since leaving Calcutta, the Sun out warm with a clear blue Sky, and shall have as far as appearances go, a fine day. Breakfasted, my favorite dish, curry and rice, of which I did ample Justice. 10 o'clock the weather looking bad, and the Ship under Snug Sail two reefs in the main and fore Top Sail, Mizzen Top Sail close reefed; a very heavy Squall, was compelled to put the Vessel before it until the heaviest had gone over, and then haul her up close to the Wind; the Captain not able to get a Sight of the Sun, making little Progress, ships are from five to six weeks beating down the bay of Bengal against the South West Monsoon. I shall be very glad when we get clear of it and into fine weather; at the dinner table the dishes were all thrown off, by a heavy Sea

striking the Ship and a squall at the same time, which nearly threw her on the beam ends; four o'clock about Ship the weather moderate; 8 o'clock the night looking better than any we have had for some time past, a great many stars out and shining very bright. Slept on the Poop until half past 12 o'clock when I was awoke by the rain.

Monday, 5th. August 1844.

A beautiful morning, the Sun out strong, and all appearance of having a fine day, but the weather is not to be trusted in those parts; the men employed in mending the jib that was blown away from the bolt ropes; a great many flying fish seen to day. Shook a reef out of the main Top Sail, set a fore Top Mast Staysail, instead of a jib, until it is repaired. Some large Blackfish swimming close handy to the Vessel; some very heavy squalls during the morning but no damage done. 12 o'clock Latitude 16 degrees 18 Miles north of the Equator, nothing occurred the remainder of the evening. The weather exceedingly warm, brought my Top Coat and Pillow upon the Poop which was my bed for the night.

Tuesday, 6th. August

I was turned off the Poop between 11 and 12 o'clock by a heavy squall of rain, was therefore compelled to go to my Cabin, which is exceedingly close although we have plenty of Wind and rain. The morning fine, and to all appearance shall have a good day; a quantity of Blackfish swimming close alongside the Vessel. One of the men very bad with the dysentery. Compelled to lay up this morning the weather moderate. 12 o'clock Latitude 15 degrees 12 miles, after dinner the wind falling light, shook the reefs out of the Top Sails, the weather during the remainder part of the evening light and fine. 9 o'clock a large Vessel running before the wind passed close to the stern of our ship.

Wednesday, 7th. August

The morning fine and very little wind during the night. You cannot trust to the weather it is fine one moment and blowing a gale the next. 9 o'clock a squall of rain and then wind, which carried away the jib, the Sails seem to be all rotten and will not stand a breeze of wind. 12 o'clock double reefed the main and Fore Top Sail, close reefed the Mizzen Top Sail. We do not make any Progress as we cannot carry much sail against the strong head wind and sea that is on. Four o'clock about Ship. I feel very bad with Pains in the head of which I am sorely troubled with since I had the fever. 9 o'clock made my bed on the Poop.

Thursday, 8th August

I was as usual turned off the Poop about 11 o'clock by a heavy squall of Wind and rain, a series of them during the night. The morning fine up to 10 o'clock, the weather looking bad all round, in the course of a few moments it commenced blowing heavy, was compelled to put the helm hard up and let the Ship go off before the wind, this squall was the heaviest we had since we have been out, it continued about one hour and a half. The Top Sails close reefed, hauled up the main Sail. 12 'clock no Sun to be seen, a heavy shower of rain the men all busily employed in catching the water. Noon, the weather moderating. Shook a reef out of the Top Sails and set the main Sail. Four o'clock Sent the Mizzen Top Gallant Sail and yard down, it being of no use in strong breezes after the rain, the weather exceedingly warm. 8 o'clock the weather more settled and have the appearance of having a good night, a great quantity of Stars out and very bright. Made my bed upon the Poop.

Friday, 9th. August 1844

The morning very dull with a light breeze, the Vessel not laying her course by four Points. 6 o'clock land to be seen on the lee bow, stood on till 8 o'clock when we about Ship; upon looking over the charts the land seen is named the Coco's Island. About 10 o'clock a heavy squall of rain, the men as usual employed in catching and filling up the empty Casks, it is much better water than we brought from Calcutta. 12 o'clock, no Sun to be seen, the weather moderate with a strong steady breeze, the Vessel not laying her course by Six Points. Some large black fish, and Porpoises about. Nothing of any note occurred during the remainder of the evening. 9 o'clock the weather squally; went below.

Saturday, 10th. August

Some very heavy squalls in the night. The morning fine and I trust we shall have a fine day. The Pains in my head very bad and afraid that I shall never be rid of them. Up to 12 o'clock the weather fine, about Ship. 2 o'clock we were disturbed at our dinner by a severe squall of Wind, the Top Sail halyards were immediately let go and the main Sail hauled up. After the squall we had a great down

fall of rain, the men as usual filling up the empty Casks to prevent us running short before we reach St. Helena were we intend to refresh. Four o'clock the weather moderate, the man with dysentery very bad I do not think he will live. Nothing occurred up to 9 o'clock when we had one of our constant visitors – A heavy Squall, the Vessel put before it until it had abated.

Sunday 11th. August 1844

A very fine morning. Something we are not used to lately, the Sun out strong and the men busily employed hanging out their clothes to dry. A steady breeze but the Ship not laying her course by Six Points. 2 o'clock dinner, still unwell with Pains in my head and slight Pains in my Bowels with great heat - towards evening the Pains in my head is insufferable, and am afraid that I shall have a return of the fever. 8 o'clock the weather looking bad went to my Cabin, a heavy squall of Wind which carried away the jib.

Monday 12th. August

The weather during the night a continued series of Squalls, wind and rain, the morning a repetition of the night. I am very unwell with a strong fever, attended with Pains in the stomach and bowels, I now must confine myself to low diet. Between 12 and one o'clock a heavy Squall which carried away the Fore Top Sail, unbent it, and Sent up another, was compelled to close reef the Top sails and haul up the main Sail, towards evening the weather moderate. Took some medicine and went to my Cabin. 10 o'clock a heavy shower of Rain.

Tuesday 13th. August

As usual a continuance of Squall during the night. This bay of Bengal is a dangerous Place to be beating down in the South West Monsoon, if the officers are not careful and keep a good look out you are sure to loose some of your yards or masts. I am very unwell with a strong fever attended with the Bowel complaint, I must confine myself to my Cabin until I recover. The Captain very kind in ordering me anything that is in the Ship, the pain in my belly very severe I did not close my eyes during the night. We are making but little Progress on our Passage, having a head wind to contend against. Some strong squalls during the day, no damage done.

Wednesday 14th. August

Some very heavy squalls during the night. 5 o'clock, a squall of rain; the men employed in catch it and filling the water casks. I am compelled to put a mustard Plaster on my belly through the Pains which gave me great relief. Fine weather during the remainder of the day. 8 o'clock took a cooling Powder and bathed my legs with warm water; the Pain in my head very severe, constantly bathing it with vinegar.

Thursday 15th. August.

I feel something easier this morning, but had again recourse to the mustard Plaster on my chest, there being no blister Ointment on board: took some wine and Peruvian bark. Heavy squalls of wind and rain during the day. 8 o'clock I feel very unwell with the Pains in my stomach, can hardly draw my breath.

Friday 16th. August

The weather very bad all through the night, a continuance of squalls, wind and rain this Morning. I am getting very thin and weak; took an emetic which dome me some good by removing the load that was on my stomach. I feel worse always at night, when I lay down the Pains are so severe that I do not close my eyes.

Saturday 17th. August

I am getting weaker every day and feel worse today than I have done since I was taken bad, the fever is very strong on me just now. I must starve it away there being no person on board that can give me any medicine: took 5 grams of quinine. 12 o'clock we had a very heavy squall, in easing off the jib it was torn to pieces and carried away the fore Top Sail; toward evening the weather moderate. Was compelled to put another mustard Plaster on my belly, which gave me a little relief.

Sunday 18th. August

This morning free from squalls, and the weather fine, but have not been outside the cuddy this last five days. Took 10 grams of Quinine. Billy the Rigler is with me night and day; not having closed my

eyes those five nights took 30 drops of Laced rum which caused a kind of dizziness to come on, but did not sleep, neither could I keep my eyes open. 9 o'clock took some castor Oil.

Monday 19th. August

The morning being fine went on deck, but was forced to leave it immediately a Squall coming on. You cannot trust to the weather five minutes; should there a black cloud rise to Windward, which is repeatedly the case, you must instantly clew up your Top Gallant Sails and Place a hand at each Top Sail halyards ready to let go. I feel much better of the fever to day, but the Pains in my head severe; had my hair cut as close as possible and keeping my head wet with Vinegar. Some heavy squalls during the day.

Tuesday, 20th August

The weather as usual during the night, very Squally and a repetition this morning; the heat very great. I generally pass the night in an easy chair belonging to the Captain. I am getting better of the fever, but the Pains continue severe. The weather during the day moderate, the evening 6 o'clock very fine. Went on the Poop with the assistance of the Second Officer, I cannot walk being so weak and thin. About 7 o'clock I was forced to go below.

Wednesday 21st. August

The weather getting fine as we are nearing the Equator, had two very heavy squalls during last night, they lasted about half an hour each, but no damage done. I am much better to day, the fever I think quite left me, still confine myself to low diet, arrowroot with a little Port Wine in it, of which I am getting tired. 12 o'clock a Squall attended with heavy rain, which lasted about one hour, the Evening fine. 6 o'clock had a walk assisted by the 2nd Mate, a squall coming on was forced to go below. 9 o'clock, bathed my feet and took 30 drops of Laudnum being worn out for the want of rest.

Thursday 22nd August

I had a little rest for the first time those last 10 nights; I feel quite refreshed. As usual a heavy Squall of wind and rain, blowing very heavy, which continued about half an hour; they are always compelled to put the ship before the wind when those squalls come on. I am still getting better, but the pains in my head very bad; bathed it with "Eau de Cologne" which gave me relief. Dinner time I managed to eat the wing of a fowl. The Evening being fine had my walk but cannot manage without the assistance of some Person.

Friday 23 August 1844

Very bad weather during the night; carried away the Fore Top Sail. 5 o'clock a heavy squall which continued about one hour. The vessel not laying within 7 Points of her course, stood on the other Tack. I am still on the mending way, but shall have cause to regret my ever going to Calcutta. I never enjoyed a days health from the 2nd day of my Arrival there. One of the men very bad with the flux, the Captain is afraid he will die; he is very kind in ordering any thing that he has in the ship to those that are unwell; his kindness to myself from the time I arrived at Calcutta up to the Present I never shall forget. The weather during the day fine; had my walk as usual.

Saturday 24th. August

During the night the weather moderate, nearly to a calm, the morning very fine and warm. I this day gave up the diet of arrowroot and had some [h]ash for breakfast, which I could have done justice to but dare not. Spent the greater part of the day on the Poop. Noon a great many Porpoises about but the men could not harpoon any; had a walk as usual but cannot manage it alone.

Sunday 25th. August

Some heavy Squalls during the night attended with rain, the morning fine and warm. Passed the morning on the deck from four till breakfasttime, when I was able to partake of some Cobsouse. I am getting stronger every day; the pains having left my head, but severe at times in my chest: cleaned myself and passed the day on deck till the dinner hour. I had some ale and water, which Put new life into me, feeling different in the course of a short time than I had done during my Illness.

Monday 26th. August

I was up and on deck by half Past four; the morning fine and cool; am beginning to recover my Strength, so that I can manage to walk a little by myself. A heavy squall of rain which lasted about one

hour; the men employed as usual in filling the water casks. After the rain the sun out very Powerful, so that I dare not go out. 2 oclock dinner hour. Partook of a little fowl, some ale and water. Nothing occurred during the remainder of the day. The weather very fine. 9 oclock took 30 drops of laudnum in consequence of not getting rest during the night.

Tuesday 27th. August

The weather during the night very bad, the squall coming in such gusts enough to take the masts out of the ship. I feel quite refreshed after a few hours sleep. I am mending every day. The morning fine with the exception of a few slight squalls of rain: a Shark swimming about the stern, but could not catch him. 2 oclock dinner of which I was able to do ample Justice. Passed the remainder of the evening on the Poop; can walk well without assistance if the Vessel is not Pitching. Up to 10 oclock the weather fine, when it became Squally, and I went below.

Wednesday 28th. August 1844

A continuance of heavy squalls through the night; the morning looking something better; the men busily employed in mending the Fore top Sail, and the Jib that was carried away. Half past 8 breakfast Hour of which I begin to do justice. I am gaining strength fast and am proud to say that I can walk upon the Poop well without any assistance. 11 oclock a heavy squall of wind and rain, but no damage done. 12 oclock the Captain could not get a Sight of the Sun, therefore we do not know the Ships exact Position, only by the dead reckoning. The weather during the evening fine and every appearance of having a fine night.

Thursday 29th August 1844.

I was so annoyed with cockroaches last night that I was compelled to leave my berth, and lay upon one of the Cuddy stools; they actually woke me by biting my nails. Wednesday night was one of the stediest nights we have had since leaving the sand heads. At our breakfast we were disturbed by a heavy squall of wind; was compelled to put the Ship before the wind, take a reef in the Top Sails and hauled up the main sail, after doing so brought the ship too again, when she began to pitch heavily with a strong head sea on and not canvass enough to force her through the water. Two 'clock raining hard, the men employed in catching and filling the water casks. About four oclock the weather clearing up, had a fine night. 10 oclock went to my Cabin.

Friday 30th. August 1844

The weather during the night very fine nearly a calm, we may now expect a change of wind, and shall be glad when it comes, having had now 5 weeks bad weather; the wind having constantly blown from the South west, without any variation, being the Point we are endeavouring to make. The morning fine and the weather clear, nearly to a calm. A small shark swimming about the stern, but could not catch him. Nothing of any note occurred during the day. Towards Evening, say 9 oclock, a light breeze springing up making little headway.

Saturday 31st. August 1844

The night very Pleasant with the exception of some squalls wind and rain, the morning fine but warm, the Sun being so Powerful that we dare not go from under cover: a great many flying fish about. 11 oclock a heavy Squall of wind which continued about 20 minutes, afterwards commenced raining heavily, the men at every opportunity employed in catching and filling the casks with rain water; the weather clearing up, the remainder fine, but am sorry to say making no Progress. 9 oclock raining heavily. Went to my Cabin for the night.

Sunday Sepr. 1. 1844

The morning as usual fine but no wind. The men employed in drying their clothes. A great many Black fish about, also a large Shark but could not catch him. 12 oclock the chief officer obtained a Sight of the Sun, he informed me we were within a few degrees of the Equator. The vessel rolling much in consequence of the swell that is on at the dinner table to day, we had some trouble in keeping the things on. The evening squally.

Monday, 2 Sepr. 1844

Some heavy squalls during the night and raining this morning. A ship to Leward heading the same way as ourselves, but at too great a distance to speak her. 12 oclock no change in the weather; the

men repairing the old sails. 4 o'clock a breeze springing up squared the yards, but only continued about 20 minutes, when we had a repetition of the old game, rolling, so much so that I cannot well lay in my bed.

Tuesday 3rd Sept. 1844

A light breeze sprang up about four o'clock, made sail. 8 o'clock wind increasing and coming ahead, took in the Top Gall't Sails, the Sky looking very black to windward and a few drops of rain falling; it immediately commenced to blow and no gammon, the vessel was put before the wind and the Top Sail halyards let go, haul'd up the main Sail, and double reefed the Top Sails: after doing so it was nearly to a calm; the vessel is nearly going bows under water, with the strong head Sea that is on. After 12 o'clock the weather cleared up and had a fine afternoon, with the exception of the disagreeable motion of rolling. After tea went on the Poop, when I was immediately forced below by the rain coming down in torrents.

Wednesday 4th. Sept.

The weather unsettled, but looking more for rain than wind; a schooner in sight but some distance to windward. While at breakfast we were alarmed by one of those sudden squalls coming on which carried away the Fore top sail, orders were immediately given to let the Ship go off before the wind, when all hands were employed in getting the Fragments of the old Top sail and down and bending a fresh one, which is not much better, having through neglect become mildewed, therefore will not stand a breeze. Nothing occurred during the remainder of the day.

Thursday 5th. Sept. 1844

A continuance of heavy squalls wind and rain through the night. Did not get much rest in consequence of the Ship rolling. The morning a repetition of the night. Towards 12 o'clock the weather something moderate and have every appearance of having a fine afternoon. The Captain and chief officer endeavouring to obtain a sight of the Sun, but could not, it being overcast with clouds, but are I believe within a degree or two of the Equator.

2 o'clock the Sun out. The men working at the old Top Sail: a quantity of fish about, but did not catch any. I fear there is some ill luck attending our fishermen in not having caught one since being out at sea. 9 o'clock not a breath of wind, and very close.

Friday 6th. Sept. 1844

I feel very bad this morning with pains in my head having been their tyrant since having the fever, my hair growing very slow. The morning very close and not a breath of wind; a quantity of Small black fish playing on the water. 12 o'clock the chief officer getting a sight of the Sun found our Latitude to be 1 degree 14 Miles North of the Equator. During the evening some heavy down falls of rain. Nothing occurred during the remainder of the day.

Saturday 7th. Sept. 1845

I am very much better this morning having taken some medicine which gave me great relief. Some rain during the night, but no wind, with the exception of an occasional Puff; the morning severely close, so much so that it is dangerous to be from under cover. 12 o'clock Latitude 36 Miles North of the Equator, I am heartily tired of this weather and shall feel glad when we have a change

Sunday 8th. Sept. 1845

The morning fine but no change not a breath of wind; a ship in sight but at a too great a distance to speak her. Some small birds about called Mother Cary's chickens, alias Stormy Petrels, which is as the Sailors say a sure indication of having a breeze of wind. Upon taking the sun at 12 o'clock our Position was the same as yesterday, not having made a mile of Southing, on the contrary, having drifted to Leward.

Tuesday 9th. Sept. 1844

About four o'clock this morning a light breeze springing up from the Eastward, made all sail with the hopes in the course of the day in crossing the Equator. 10 o'clock the wind veering round the South East, which is the Quarter where it generally blows from, and called the South East trades, squared the yards and set all the studding sails. 12 o'clock Latitude 27 Miles North. Hove the log going 6 Knots per hour. Should the breeze continue, which it is very Probable will do, we shall cross the Equator about 5 o'clock this evening. No change during the Evening.

Wednesday 10th. Sepr.

The wind during the night very unsettled, blowing at times enough to carry the masts out of the Ship, with heavy squalls of rain. The morning dull with a light breeze from the Southward, making but little Progress. During the the wind again came from the South East, squared the yards and set the Studding sails. The men came aft to day complaining in consequence of not having any Salt Pork or Peas. The Captain told them there was none on board, but that he would speak and send on board the first ship he could, which answer gave them but little satisfaction, they being a disagreeable and dissatisfied Set.

The weather having every appearance of settling, the wind steady in the South East.

Thursday 11th. Sepr. 1844

The morning very unsettled and the wind as it is termed blowing dead and end. I do not know when we shall get clear of the Equator, as fast as we make a little headway the wind shifts round and drives us to Leward. 12 o'clock the rain coming down in torrents therefore could not get a sight of the Sun. A calm during the evening; 9 o'clock some heavy Squalls of wind and rain, no damage done.

Friday 12 Sepr. 1844

A light steady breeze made all Sail, going about three Knots, the weather very warm. One of the men reported himself unable to do his duty being unwell with the Dysentry, the Captain gave him some medicine. The other man that has been confined to his bed for some time past, still continues very bad, having lost the use of his limbs. 12 o'clock Latitude 2 degrees 15 Miles South of the Equator. Nothing occurred during the day.

Saturday, 13 Sepr. 1844

The wind in the night very fresh blowing nearly half a gale, had to double reef the Top Sails. The morning something moderate, but a strong sea on, the decks constantly wet with the seas breaking on them. 10 o'clock shook a reef out of the main Top Sail, and expect to have made a good run during the last 24 hours. The Captain could not get a sight of the Sun the weather coming on Squally with rain; during the evening the weather very bad; towards 6 o'clock moderating and have every appearance of having a fine night.

Sunday 14th Sepr. 1844

A beautiful morning after the rain (which came down in torrents during the night), very little wind, going about two Knots. A large Shark swimming about the Stern; had the chain hook made fast to main Top Gallant Studding Sail halyards with about 6 lbs Pork over the stern in readiness; about 9 o'clock he made his appearance about the bows, coming round he took the bait off. Put another one of which he took Part: a much larger one called a Blue Shark, came and took the bait greedily, after hooking him, we were compelled to put a running bowline knot over him for fear he might break the hook; after getting him on deck, the men commenced cutting him into Pieces so that they may have a fresh mess. I think if I were starving that I could not eat any part of it, they are so disgusting and the smell from them is sufficient to make any person ill. The other shark still swimming about the stern. Put the line over as before when we had the Pleasure of hooking and securing the Gentleman, the Pilot fish that is constantly with those sharks. The chief officer struck with the Grains, which weighed about two lbs. and had him for dinner but rather dry eating. After the men had cut off what they wanted, the remainder was thrown overboard, and the deck was well washed and scrubbed to get the blood out. From 5 o'clock to 8, slight showers of rain with light variable winds, latitude 5 degrees 29 Miles south of the Equator.

Monday 15th. Sepr. 1844

The morning fine but rather warm, the winds light and variable making little Progress, we are in expectation of getting the South East trades every day. The man that is ill with the dysentry still continues so and it is expected when we get into cold weather, that he will die. Since we have been out to sea there has been a great deal of sickness on board, not less than three or four continually laid up with some complaint or another, which makes the working of the Ship come hard on the remainder of the crew. 12 o'clock Latitude 5 degrees 36 Miles South. About 2 o'clock the weather looking very dull with slight showers of rain, and the breeze freshening going about four Knots. The weather still squally took in the Royal and main Top Gallt. Studding Sail. 8 o'clock a severe Squall of wind and rain which carried away the main Top Mast Studding Sail boom, and tore the sail into Pieces. After getting the

broken pieces and sail on deck, the men employed in filling the water casks.

Tuesday 16th. Sepr. 1844

We had some heavy squalls of wind and rain during the night, but no mischief was done. The morning fine and the weather beautiful, the wind off the Quarter and going from 6 to 7 Knots. I have commenced as butcher on board in killing a sheep this morning. 12 o'clock Latitude 7 degrees 30 Miles, the men employed in mending the old studding Sail. A great many flying fish about to day. 6 o'clock the weather getting very cool.

Wednesday 17th. Sepr. 1844

I was turned off the Poop this morning about half past two o'clock by a shower of rain (which came down in torrents) and is very frequent in running the trades down. I was therefore compelled to make my bed in the Cuddy where I was annoyed by the rats running over me till daylight, when I dressed and went on deck. The morning fine with a good fair breeze, going by the log line 6½ Knots. The man Bell still very bad and no chance of him getting better, there being no Person on board that understands the nature of his disease, neither to give him medicine that can afford relief. 12 o'clock Latitude 8 degrees 47 Miles South. After lunch had some fine sport with a monkey and a cat in setting them fighting, the cat generally comes off victorious, but the monkey next day will tackle her as game as ever. Two Dolphins swimming about the stern, but cannot manage to strike either of them. Some flying fish about when the Dolphin gave chase and catch many of them. Nothing of any note occurred during the remainder of the day.

Thursday 18th. Sepr. 1844.

I had a fine nights rest on the Poop not being disturbed until they commenced washing decks. The breeze still favourable but blowing fresh, going by the log line 8 Knots. The men employed in repairing the sails that have been blown to Peices. A large Barque ahead of us, but standing on opposite direction, supposed to be bound to Calcutta or some of the adjacent Ports in Bengal. 12 o'clock Latitude 9 degrees 45 Miles South: towards evening the breeze freshening with a strong sea on, breaking on the vessel at times so heavily that you would think the timbers must be stove in: was compelled to take in the main Top Gallt. Studding Sail and Royal. Pumping ship every hour and a half. 10 o'clock made my bed on the Cuddy floor, cannot sleep in my berth when the Ship is rolling.

Friday 19th. Sepr. 1844

I had but little rest last night, cannot sleep when there is any strong weather; took in all the studding Sails; the vessel rolling and lurching heavily which broke the lashings of the long boat; all hands busily securing and making fast again; the breeze increasing took in the Fore and Main Top Gallt. Sail. 12 o'clock Latitude 10 degrees 40 Miles South. After dinner Mr. Sim, the chief officer went down into the Lazareet for the purpose of securing the Provisions that were adrift, when he discovered the water coming in through the starboard quarter Gallery; after making a report of the same to the Captain, the Fore and Main Sail was clewed up and the ship put on the other tack to examine minutely as to the cause, but was too late to do any but constantly keep the Pumps going, which was the case, every person on board taking their turn at the Pumps; when the Ship was put about again the water came through in a stream.

Saturday 20th. Sepr. 1844

At daylight the carpenter examining the Quarter Gallery when it was found a large hole had been eaten through the vessel, as was supposed by the rats. The water coming in very fast, had all the sail that could with safety be carried put on the Ship to press her side down in the water, to enable the carpenter to go over and work. After making a stage and the Carpenter secured with ropes he went over, and was compelled to cut all the boards on the Quarter away to get at the rat hole; after stripping this Place the ship was put upon the other tack, it was discovered that she still made water. 12 o'clock Latitude 10 degrees 20 Miles South. After dinner the carpenter again over the side Caulking and white Leading the Place, which he did not finish till 6 o'clock. The weather coming on squally took a reef in the Top Sails, and clewed up the main Sails, it is expected as the Captain informs me those strong breezes are the Equinoxial Gales, as they generally blow very fresh when the Sun crosses the Equator, which she has done at 5 Minutes Past 2 o'clock this day.

Sunday 21st. Sepr. 1844

We had very bad weather during the night, blowing very fresh and the ship rolling heavily, so that I had but little rest, not having pulled my clothes off those last three nights. The men complaining of being fatigued with the constant pumping, which comes hard on them in consequence of four of the crew being laid up. The morning very dull and squally with heavy Puffs of wind attended with slight squalls of rain. 12 o'clock the Captain not being able to obtain a sight of the Sun it being overcast with clouds. The evening cool which suits me better than the warm weather; feeling better this evening than I have done for some time past, the Pains in my head not being so severe as formerly. The man Bell that is bad with the dysentery improving. The breeze still strong and favourable and making a good run since it commenced.

Monday 22 Sept. 1844

I was up and on deck at four o'clock, no sign of the weather moderating, blowing very fresh through the night, and a continuance of the same this morning, with a heavy Sea running and the Ship rolling so that we have hard matter to keep out seats at the dinner table; the Captain was thrown out of his bed and had his face broken severely. A bird caught on the Mizzen yard, with which we had fine sport with the Monkey. 12 o'clock the chief officer not able to obtain a sight of the Sun in consequence of being overcast with clouds; by dead reckoning we are in Latitude 12 degrees 30 Miles South. The weather getting cooler every day as we are running to the westward, our course being West by South. Towards noon the sea going down, shook a reef out of the Top Sails. Sat up till 10 o'clock, when I laid down on the Cuddy sofa for the night, being my usual bed Place in rough weather.

Tuesday 23 Sept. 1844

The morning looking bad with heavy clouds, no sun to be seen. 8 o'clock a slight squall of rain, the wind still favourable and going by the log line 8 Knots. A quantity of Porpoises and flying fish, also a few birds called bozen's. 11 o'clock the weather quite fine, took down the fore Top Sails, it being torn with the strong breezes, and bent a fresh one. 12 o'clock Set the top Gallt. Sails. I could not ascertain the Latitude to day. Towards evening the wind falling light with a strong swell, which causes the vessel to roll heavily, made all Sail. 8 o'clock the breeze freshening soon done away with the rolling for which I am not sorry.

Wednesday 24th. Sept. 1844

A beautiful morning with a favourable breeze, going by the log 7½ Knots; we had during the night some very heavy squalls of wind attended with slight rain, but no mischief done. The Ship still making a great deal of Water, a machine has been erected to day called a Weesel for the Purpose of working both Pumps, which two boys can work with as much ease as four men can the break. 12 o'clock Latitude 14 degrees 35 Miles South of the Equator. After dinner a flying fish picked up that had flown on the deck. Nothing occurred during the remainder of the day.

Thursday 25th. Sept.

I did not go to my berth last evening until 11 o'clock; the night fine and the moon shewing very bright. The morning the same as yesterday fine with a good favourable steady breeze. Going by the log 8 Knots. Set the main Royal; it is one of the greatest Pleasures that can be enjoyed to be on Ship Board running the trades down, especially when you have a moon, to see her rise in all her splendour, which sight you cannot enjoy so much as in any Part of the Atlantic. Latitude 16 degrees 43 Miles. After dinner had some sport with the Monkey and a bird that was caught a few evenings back; during the evening gave the bird his Pardon by sending him adrift to his native element.

Friday 26th. Sept.

The breeze still favourable but not so strong, the weather much cooler so that I am compelled to put on some warm clothes. 8 o'clock the Captain took his morning observations to work the Longitude after breakfast, hauled the Vessel up two Points, so that we may get well clear of the Island Rodiriegus, which we expect to do by four o'clock tomorrow morning. 12 o'clock Latitude 18 degrees 37 Miles; after the Captain had worked the observations he gave the orders to steer the Ship full and by (namely that the Ship sails as close to the wind as Positively can) to enable us to get a few more miles to the Southward. Four o'clock the Captain making observations to correct the Previous ones taken this Morning.

Saturday 27th Sept. 1844

I was up this morning at four o'clock to know whether the Island was to be seen, some of the men on the fore Top looking out, but no land to be seen; the morning very cool went to my bed till 6 o'clock. The wind blowing fresh, took in the Royal and flying Jib. Latitude 20 degrees 24 Miles. The Captain informed me that we were 40 Miles to the Southward of the Island. Nothing occurred during the day.

Sunday 28th. Sept. 1844

The morning cool and the wind light, going about three Knots; after breakfast set all the studding sails, main Royal and flying Jib. During the morning the Sun out very Powerfull, a many birds and flying fish about and the carpenter again over the side caulking where the ship makes water, but am afraid he will not be able to make a Job of it, I begin to wish myself ashore, should not care so much where & in a good sound vessel. Latitude 21 degrees 58 Miles. A sail to be seen from the main Top Masthead, some distance to windward heading the same way as ourselves; during the evening the weather very dull and squally. 7 o'clock was compelled to take in the studding sails, main Royal and flying Jib.

Monday 29th. Sept. 1844

The weather had moderated during the night and have a beautiful morning with a light steady breeze, going about three Knots, made all Sail. The men employed in mending the Sails. A strong swell coming away from the southward it is supposed that the wind has been blowing very fresh from that Point. 12 o'clock Latitude 22 degrees 41 Miles South of the Equator. Two o'clock the breeze freshening going five Knots. Half past four dinner hour, when I do Justice feeling better (being free from Pains in the head) since the cold weather has set in, than I have done for sometime Past. 7 o'clock the weather squally, was compelled to reduce the canvass. 10 o'clock went to my Cabin.

Tuesday 30th. Sept.

We had during the night some heavy squalls; the ship under Top Sails till about 6 o'clock, when the weather moderating set the Top Gallant Sails: the mornings cool and shall have them so, until we round the Cape of Good Hope, which we expect to do in about 12 days. 12 o'clock Latitude 23 degrees 53 Miles South. We are now out of what is called the Tropic of Capricorn. The wind coming more favourable set the Mail Royal and all the Studding Sails. 4 o'clock the Captain taking a sight of the Sun, after working the observations and marking the Ships Position on the chart, altered her course from West South West to West and by South. A sheep killed this evening a very Plain one.

Wednesday 1st. October 1844

The morning as usual cool and the sky overcast with clouds, the wind light and variable coming off the Starboard Quarter, was compelled to shift over the studding sails. 10 o'clock the breeze freshening and going by the logline 6 Knots. A large fish about called Albacore, had a line over but could not catch him, a quantity of Mother Careys Chickens about, which is as the Sailors say a sure indication of approaching into cold and stormy weather. Latitude 24 degrees 38 Miles South of the Equator. I begin to feel tired of this sameness no amusements of any kind but reading, which I do from four to five hours per day. During the evening the wind light and variable. 9 o'clock took some medicine and went to my Cabin.

Thursday 2nd. Oct. 1844

I was glad to find on appearance on deck the wind was favourable and had continued so during the night. Going by the log line 6 Knots, the morning cool. 7 o'clock a Barque to be seen some distance to windward steering the same way as ourselves; the men employed in getting up the old sails for repairing. 10 o'clock the weather exceedingly fine, the Sun warm, but have a fine cool bracing air. 12 o'clock Latitude 25 degrees 24 Miles. We are fast gaining on the ship ahead, can see her hull and sails with the eye. From 2 to 4 P.M. I spend my time reading. 5 o'clock after dinner, we had passed the Vessel and are about four Miles ahead of her, the wind light and variable. Had my wine and turned in for the night.

Friday 3rd. October

Our companion of yesterday not to be seen this morning. 6 o'clock a Ship and Barque to windward. The Ship hoisted her ensign, which was English, we returned the Compliment; when she shewed her number, the morning too hazy to distinguish it. 9 o'clock the weather clear when she proved to be "Neptune" from Madras bound for London out 38 days. The Barque altered her course and ran down towards us and hoisted her number 1686, namely Caurinus: those vessels coming in sight to day

caused a little excitement among us, as to where they were from and were bound to. I wish that the same scene would occur every day. The wind still light and veered ahead, compelled to take in all the studding sails, and brace sharp up. 6 o'clock both vessels still in sight, but expect we shall part company before the morning.

Saturday 4th. Oct. 1844

The morning very cool, both vessels still in sight. The wind light and variable making but little Progress. A quantity of birds about but cannot catch any of them. 10 o'clock a fine Pig killed. The crew holy stoning the deck, they commence upon the Poop at daylight, you therefore cannot expect any sleep when they commence. 12 o'clock Latitude 26 degrees South, the wind coming favourable squared the yards, sett all the studding Sails, going about four Knots. At the dinner table the Captain was taken very bad, with Palpitation of the heart which he is very subject too. At dark both Vessels still in sight, spent the evening on the Poop with the chief mate whose first watch it is – 11 o'clock went to my Cabin.

Sunday 5th. October 1844

The weather cool and the wind light, going three Knots; our companions the Ship and Barque still in sight. Amused myself in cutting up the Pig killed yesterday. 12 o'clock the Sun very Powerfull Latitude 27 degrees 14 Miles South of the Equator. A quantity of Black fish about and a whale spouting within 50 yards of the Ship. 2 o'clock not a breath of wind. Reading till four, our dinner hour; during the evening no change in the weather still a calm.

Monday 6th. October 1844

It was calm during the night and the wind this morning very light; the Ship still in sight; the Barque not to be seen. The ship generally beats us sailing during the day, but manage to get near her in the course of the night; both our sailing qualities not very superior. 10 o'clock a breeze springing up from the eastward. The cold weather birds making their appearance. 12 o'clock Latitude 27 degrees 19 Miles South. The breeze freshening making sail. Two o'clock one of the Pigs in a fit, killed him to save his life. The evening fine pleasant sailing, no sea on and going by the log line six Knots. 9 o'clock the breeze still freshening have the log going 9 Knots.

Tuesday 7th. October 1844

After going to my Cabin last night I could not sleep, the wind getting stronger and bad steering carried away the lower studding sail tack and after guy. The Captain looking at the Barometer, found it had fallen four tenths of a degree, ordered all the studding sails, main Royal and Top Gallt. Sails to be taken in; after doing so the breeze stronger, with a heavy sea running and the Barometer falling, all hands called to close reef the Top Sails. Hauled the main Sail up, the Ship steering badly put two men at the wheel. 6 o'clock the sea running very high breaking on the Ship enough to sink her; the ship still in sight. 9 o'clock not too much wind, shook a reef out of the Top Sails and set the main sail. Going 8 Knots. The weather strong up to 12 o'clock when the breeze moderating (Latitude 28°9') shook all the reefs out of the Top Sails and set the top Gallt. Sails. Had a sleep upon the Poop this evening, not having had any the last night; neither can I do so when it is blowing heavily. At dusk the ship still in sight, but cannot gain on her. 9 o'clock the night squally went to my Cabin.

Wednesday 8th. Oct. 1844

On my appearance upon deck I was surprised to find the Ship under double reef'd Topsails, and the main sail hauled up, not going her course by two Points, which cause in my not knowing I must attribute too of having slept soundly in the night. After breakfast, the wind coming more ahead, was compelled to brace the yards sharp up, vessel labouring very much, with the heavy Sea on. Reefed the main Sail and set it to keep her steady; the ship to be seen on the Lee Bow under double reef Top Sails and storm try Sail. 12 o'clock no Sun to be seen, the weather very Cool. After lunch layed down until three o'clock. Went up on deck and found we were alongside the Ship "Neptune", we were past her like a shot. They immediately set their Main Sail, Jib and put a reef out of the main Top Sail, when she came up again with us. We therefore shook a reef out of the Fore and Mail Top Sail, set the Jib, we began to draw ahead again. In the course of two hours she was two miles astern. Up to 9 o'clock we still could see her, shewing a light on the Fore Stay. The night cool went to my Cabin.

Thursday 9th. Oct. 1844

The weather during the night had moderated much, and have a beautiful morning with a light steady breeze, but the Vessel not laying not laying her course by five Points. The Ship Neptune still in sight astern. The weather very cool and will continue so until we round the Cape of Good Hope. We intend putting in at the Island of St. Helena to refresh.

12 o'clock no Sun, making but little Progress; towards evening the wind falling light, and expect to have a change of wind on account of having a New Moon tomorrow, I trust it will be a fair one. The ship Neptune hardly perceivable; some heavy puffs of wind. Between 8 and 9 o'clock the air very cool and a heavy dew falling, went to my Cabin.

Friday 10th. October 1844

I had a good night's rest and feel refreshed; when we have strong weather I cannot sleep, having a dread of the ship, she being unsound and cannot stand a breeze. A fine morning with little or no wind, you cannot call it a calm; the ship not to be seen. 12 o'clock a calm

Latitude 27 degrees 53 Miles South. During the evening many Cape Pigeons about. Nothing occurred up to 10 o'clock when I went to my Cabin.

Saturday 11th. October 1844

A steady favourable breeze, springing up in the middle watch. Squared the yards and up the studding sails; the morning fine. 8 o'clock the Ship going by the log line 6½ Knots, a Man of War Brigg some distance to windward outward bound: holy stoning the deck; when they commence the Poop which is at daylight in the morning, you cannot rest. 12 o'clock Latitude 28 degrees 38 Miles South. The wind gain falling light, the ship hardly laying her course. Killed a Sheep this evening. 9 o'clock a calm.

Saturday 12th. Oct. 1844 [Sunday]

A breeze sprang up about 12 o'clock from the South South East, rather squally took in the Top Gallant sails, and a reef in the Mizzen Top Sail. The morning very dull and cold. The breeze freshening but more favourable, a strong Sea soon getting up. 11 o'clock the leach rope of the main Top Sail gave away. Lowered it down when it was mended and set again. 12 o'clock Latitude 29 degrees 13 Miles South. During the evening the weather moderating and the sea going down. Set the Fore and main Top Gallt. Sails. After dinner, a sail to be seen heading the same way as ourselves, set the spanker, Fore and Main Top Mast studding sails. 8 o'clock a steady breeze going 6½ Knots.

Monday 13th. Oct. 1844

A fine breeze during the night, and have a fine morning, with two Ships in sight – and a fine breeze with all studding Sails set, shall make a good run during the last 24 hours.

A great quantity of Cape Pigeons and Albatross about. The wind coming aft, squared the yards. 12 o'clock Latitude 30 degrees 32 Miles. The breeze steady till 6 o'clock when it began to freshen, hove the log going 8 Knots. 7 o'clock the barometer falling took in the studding Sails and flying Jib.

Tuesday 15th. Oct. 1844

I was awake this morning about one o'clock, by the Ship rolling very much; got up and went upon deck, it was blowing very fresh and a strong sea running. The ship under double reef Top Sails. The weather looking very bad, lightning flying about in all directions, and the Barometer falling. Furled the main sail, went to my bed but could not sleep, four o'clock dressed myself. Blowing nearly a Gale, with a heavy Sea running from the North East, the 2nd. Officer whose watch it was, came down and informed the Captain that he expected we were going to have a change of wind. The ship rolling very much so that you could not keep your legs. The wind suddenly changed to the South, in about 10 minutes we were in a calm the Sails flapping to the Masts, and within one hundred yards of us it was blowing a hurricane, catching the seas and carried up into the air 20 yards at least; when the wind again took us, the Ship was head on to the Seas, which caused the Ship to Pitch, bows under water; the second Pitch carried away the Fore top and Top Gallt. Masts, main top gallt. Mast, Royal Jib boom and flying Jib Boom, also the Sails and yards belonging to the different Masts. Thus in the short space of five Minutes we are nearly a wreck. All hands busily employed in clearing away and securing as much of the broken spars as possible, for firewood being short of that fuel. We are now in a wretched condition, the weather getting worse. Thundering and lightning very heavy. The Seas breaking on the ship awfull.

9 o'clock the ship labouring much and are afraid to go on deck, for fear of being washed overboard. Close reefed the main Top Sail and hove the Ship too. Toward evening the weather moderating, and all the wreck cleared away. Set a for Top Mast Stay Sail to get the Ship before the wind, set the main

Top Gallt. Sail on the Fore top for a top Sail.

10 o'clock had something to eat which was Breakfast, dinner and supper. Layed on the Cuddy sofa for the night.

Wednesday 16th. October 1844

I did not close my eyes during the night through the accident that had happened and the rolling of the ship. The morning very moderate, the men employed in getting a new for top mast and Jib Boom from the spars we have; the Carpenter making a short main Top Gallt. Mast; the Captain I am sorry to say very bad with the Palpitations of the heart. 12 o'clock a calm, the top Gallt. Mast ready, sent it up and was secured by four o'clock. Nothing occurred during the day. The Captain something better.

Thursday 17th. October

We had a quiet night of it, with the exception of a little rolling. The morning a calm, but the Sky looking very bad, and the Barometer falling. The Carpenter working at the fore top mast. 10 o'clock a breeze from the South, the Top mast ready, all hand getting it up. The breeze freshening took in the main Top Gallt. Sail, and double reefed the Top sail. We could only get the mast about half way up, was compelled to lash it to the fore Mast in consequence of it blowing so heavy. Hove the Ship too under a close reef main Top Sail, and Stay Sail. It is now blowing very fresh and I wish that I were on Terra Firma. 8 o'clock the wind lulling wore ship, but was compelled to heave her too again. I feel to night very much alarmed and unwell, with the Pains in my head. The Captain quite recovered.

Friday 18th. October 1844

The breeze during the night heavy with a misling rain. The weather this morning exceedingly cold, and the wind from the North West, enough to carry the masts out of the Ship. She is still lying too under a close reefed Top Sail, and Stay Sail, with two men at the wheel; a cry of Man Overboard, but it was groundless, he having been thrown from the wheel to the hen Coops. It is awfull to see the seas breaking upon the Ship enough to swallow her up. Part of the Cooks Gally wash'd away. 3 o'clock the wind lulled and veered to the Westward. Four o'clock blowing heavily, when the Staysail went into pieces. While hauling in the fragments, the Top Sail was blown from both ropes and parted at the reef band, it is now blowing a complete hurricane, and the Ship under bare Poles, cannot carry a stich of Canvass. What would I not give to be on shore, and should it be Pleased that I return once more to Sydney, no more sea trips for me. The Captain on one sofa and myself on the other, all hands on the Cuddy floor, with the exception of the officer on watch, and the men at the wheel: it is now three Nights since I pulled off my clothes.

Saturday 19th. October 1844

The weather still blowing very heavy and the ship under bare Poles. The Barometer rising we are in hopes of the weather moderating. 10 o'clock Set the Mizen Top Sail to keep the Ship steady, had up the main Top Sail and set it, securing the spars and the long Boat. 12 o'clock clewed up the Mizen Top Sail and close reef'd the main Top Sail; the seas rolling heavy and breaking upon the deck, washed away some of the boards from the Bullworks, and stove the Gig in. The weather very cold and the ship still lying too. 8 o'clock made my bed on the Sofa.

Sunday 20th. Oct. 1844

The morning something finer and a strong Sun out, nearly a calm, but a heavy swell after the late breezes. 9 o'clock all hands sending up the Fore Top Mast. Captain Longford very unwell. A quantity of Birds about. 3 o'clock the mast up and secured, had some lunch, sent up the yards and bent the sail, also the Stay Sail. 8 o'clock had dinner and supper; a breeze springing up from the westward, the Vessel not laying her course by five Points, about Ship. Stop'd up till 10 o'clock, the weather squally went to my bed.

Monday 21st. Oct. 1844

I was awoke about two o'clock by a heavy squall of wind, had to let go the Top sail halyards till it had blown over, and all hands called up to reef top Sails; took in two reefs. Four o'clock went to my bed. The morning dull and am happy to say the Ship laying her course going about four Knots. The carpenter altering a top mast for a Jib Boom. The Captain complaining of being much worse. 12 o'clock Latitude 33 degrees 8 Miles South. The Jib Boom ready sent it out for setting up; the Ship Pitching and lurching with the heavy swell that is on, could not set it up, made the Boom fast for the night, the weather again looking squally and bad. I shall be truly Glad when we are clear of the Cape.

8 o'clock the evening very cold went to my bed.

Tuesday 22nd. October 1844

The morning fine and the Ship laying her course, going about four Knots. The swell having gone down very much during the night, the watch employed in securing the Jib Boom.

The Captain something better, as for myself I am very well. 10 o'clock the wind coming more favourable squared the yards. Set the Fore and main Top mast Studding Sails, the breeze freshening and hope it will continue favourable. 12 o'clock Latitude 33 degrees 25 Miles. During the evening the weather squally with rain took in the Studding Sails. 9 o'clock the Barometer falling, took in the main top Gallt. Sail. 12 o'clock all hands reefing Top Sails.

Wednesday 23rd. October 1844

The morning very dull, with a good strong favourable breeze going 7 Knots. Capt'n. Longford much better: two of the crew laid up with the Dysentry. The weather cool the Sun occasionally making his appearance. Latitude 34 degrees 46 Miles. We are now in the Latitude of the Cape, but have a few degrees of Longitude to run down up to 9 o'clock, nothing occurred, when I turned in for the night.

Thursday 24th. October 1844

The breeze still favourable and had continued so during the night. Shall make a good run during the last 24 hours. The weather dull but something warmer. A quantity of birds about and some large kind of blubber called ?..fish. The deck beginning to look something like again clear from the broken spars and the men repairing the rigging. 12 o'clock Latitude 36 degrees 49 Miles South. The wind falling light nearly to a calm, but have a current in our favour. 6 o'clock not a breath of wind fine and moonlight.

Friday 25th. October 1844

A calm during the night until about four o'clock, when a breeze springing up for the North West, which is dead against us. The Sun out strong but air cool. One of the men very bad; Capt. Longford quite free from pains, but his legs and ankles swelling very much, so that he cannot wear boots or shoes. Bent a new Main Sail. 12 o'clock Latitude 35 degrees 48 Miles South blowing very fresh took in the Top Gallt. Sails and reefed the Top sails; the evening very squally: a ship to be seen running before the wind, bound to some of the colonies. 8 o'clock no change in the weather, but driving towards the land, which is I believe at no great distance.

Saturday 26th. October 1844

The weather during the night squally. 6 o'clock Land to be seen which is the Cape Land. 8 o'clock wore Ship, the breeze freshening took in the top Gallt. Sails. A strong head Sea on causes the Vessel to Pitch heavily. 11 o'clock close reefed the Mizzen Top sail, and double reef'd the Fore and Main Top Sails. 12 o'clock Latitude 34 degrees 30 Miles South. 2 o'clock the chief mate came down and informed the Captain that there was a heavy squall coming on, took in the main Sail, and put the Ship before the wind; blowing very heavy took in the Fore Sail, and Mizzen Top Sail. 4 o'clock wore Ship, a strong Sea on and breaking against the Ship enough to carry away the Bulwarks, up to 9 o'clock the breeze blowing very fresh, when it began to moderate set the Fore Sail. 10 o'clock shook a reef out of the main Top Sail. 12 o'clock wore ship close in with the Land.

Sunday 27th. Octr 1844

The weather moderate nearly to a calm, with a strong swell on through the breeze that was blowing yesterday. Very cool. 9 o'clock about 15 Miles from the land, which is very Mountainous. Wore ship. The Captain still very bad, with the swelling in his legs, scarcely about to walk. The vessel drifting in shore wore ship. 12 o'clock could not get the Sun, it being overcast with clouds. Two ships in sight, heading the same way as ourselves.

3 o'clock a light breeze springing up going about two Knots through the water. Should it continue we are in hopes of being well clear of the land by morning. 8 o'clock a steady breeze, the air cool; went to my Cabin.

Monday 28th. Octr 1844

The weather from one to four o'clock very squally, with slight showers of rain. 6 o'clock the wind coming from the South East, which is favourable, squared the yards, and going by the log line 8 Knots. Set the main Top mast Studding Sails, both sides, and have hopes of being at St. Helena in about 9 days from this, should the breeze continue strong and favourable, there being little doubt of

this time of the year. The men employed in mending the sails that was blown to Pieces during the late Gale. 12 oclock Latitude 34 degrees 13 Miles South. A quantity of whale birds about to day. Exchanged colors with a French barque standing for the Cape. Four oclock a ship in sight steering the same way as ourselves. 8 oclock the breeze coming in heavy Puffs took in the Studding Sails.

Tuesday 29th. Octr 1844

I had but little sleep during the night, the breeze still blowing fresh, carried away the main Top Gallt. Sheet, was compelled to let the Mizzen Top Sail down upon the Cap. 8 oclock the weather moderating set the Mizzen Top Sail, the ship going by the log line 8 Knots. Capt. Longford something better: the man with the dysentery no change. The weather still continues cool and we feel it more so coming out of a climate like the Indies. 12 oclock Latitude 32 degrees 11 Miles. The main Top Gallt. Sheet being repaired set the Sail; the vessel rolling much with a strong sea running, the decks are constantly wet. 4 oclock the weather very dull and the breeze freshening, going 9 Knots. Nothing occurred during the remainder of the day.

Wednesday 30th. Octr 1844

The wind blowing fresh during the night but not to cause any of the sails to be taken in, the weather cool with a moderate breeze going by the log 7 Knots. I am beginning to suffer with Symptoms of the chilblains. The man that has been laid up since leaving Calcutta, has been sent into the long boat, the remainder of the Crew could not stay where he was being so filthy and dirty. Latitude 30 degrees 11 Miles South, Longitude 10 degrees 59 Miles East. After lunch the steward in going forward to the Galley, had a severe fall through the ship rolling and the deck being wet: the carpenter mending the Jolly Boat it having some Planks stove during the late Gale. The wind moderate set the main Top Mast Studding Sail. A large whale spouting within 50 yards of the ship. Sunset which is about half past 6 oclock, the breeze freshening being generally the case, in the South East trades.

Thursday 31st. Octr 1844

I have not had the pleasure of seeing the Sun rise, now sometime past, the morning being too Cool, that I do not make my apearance on deck till 6 or 7 oclock, when the Sun is generally one hour high; the morning very dull and the Sun not having made his apearance through the heavy dense clouds. The breeze still blowing fresh with a heavy sea on, and had continued so during the night. We are now nearly out of water, there being only one cask on board so that we shall be very glad when we reach St. Helena. Latitude 28 degrees 6 Miles South, Longitude 8 degrees 16 Miles East. Capt. Longford still continues very bad, being hardly able to walk with the swelling in his legs, which in my opinion are much larger than they were some days past. Some broken spars or timber floating past. 3 oclock the Sun out warmer than I have felt it for many days. 6 oclock the breeze moderate, set the Starboard main Top mast Studding Sail. Some Porpoises about.

Friday 1st. Novr. 1844

The morning as usual cool. The Captain and officers have remarked that it is cooler than they ever felt it in running the trades down. The wind continued during the night. Steady going by log line 8 Knots, a strong Sea running, the decks are constantly damp under foot. Captain Longford feet swelled so much that he cannot wear his slippers. The other two men still continues very bad. The Sun out a little warmer today. Latitude 26 degrees 11 Miles South, the men securing the water casks on deck ready for taking in water at St. Helena. 3 oclock the weather dull and cool, the wind falling light set the Top Gallt Studding Sails. 8 oclock the dew falling heavy went to my bed.

Saturday 2 Novr. 1844

A fine steady breeze and had continued so during the night, going by the log line 7 Knots; as usual the weather cool and damp. I was compelled to turn out something earlier this morning in consequence of the men holy stoning the Poop. Our constant companions, the Cape Pigeons and Mother Carey's chickens, have all left us. The two last casks of Beef opened, that which was bought from Mr C Smith is the best and have undergone the severest trials of any Sh Beef that left the colony. The water very short three Pints per day and shall have to reduce it to one Quarter tomorrow morning. Latitude 24 degrees 33 Miles. The breeze light and variable, the evening warm to what we have had, the Thermometer never ranging above 65, when it should be in those Latitudes 90. Nothing of any note occurred during the Evening.

Sunday 3 Novr. 1844

The morning very dull with a thick mist falling, but not so cold, the breeze rather light going, at 8 o'clock five Knots. The Captain I am sorry to say, still very bad; two more of the crew laid up with the Rheumatics, which makes us very short handed in working ship: every other Person on board well. A quantity of Sea Weed floating past. Latitude 22 degrees 45 Miles South. The Evening warm the wind light up to 9 o'clock when it began to increase.

Monday 4 Nov 1844

The wind during the night unsteady, coming in heavy Puffs. 5 o'clock carried away the main Top Gallt. Studding Sail. The weather dull and squally, but something warmer. 8 o'clock the ship going by the log line $7\frac{1}{2}$ Knots. The men employed in clearing away in readiness for getting up the chain Cables. The ship still making water, Pumping every two hours. Latitude 21 degrees 3 Miles South. Longitude 22 Miles East of the Meridian of Greenwich.

A quantity of sea weed floating past supposed to be blown from the Islands during the late breezes. 8 o'clock nearly a calm; 9 o'clock heavy dew falling went to my Cabin.

Tuesday 5th. Novr. 1844

The wind light and variable 5 o'clock very dull with slight squalls of rain. On my going upon deck three vessels to be seen, within 10 miles of us; hoisted our Ensign after flying about two hours, hauled it down, our friends not having the Politeness to return the compliment.

Getting up the cables and putting the large anchor over the Bows. Latitude 19 degrees 32 Miles. One o'clock lowered the Boat and hove the ship too, when the chief Mate started with four hands for the Purpose of boarding one of the Ships, to obtain some water and Pork. A large shark about but could not catch him. 3 o'clock the Barque alongside of our vessel when the Mate returned with about 60 Gallons of water and 100 lbs Pork from the Elizabeth bound to Falmouth from an Island called Ichiboe, loaded with Guano, a kind of manure. The wind very light, going 3 Knots through the water. 7 o'clock spoke the Barque Hartley, bound to London from Ichiboe. 9 o'clock the weather cool, went to my bed.

Wednesday 6th. Novr. 1844

The three vessels still in sight, about 6 Miles astern, the morning very dull and heavy with a light breeze going about three Knots. 6 o'clock a slight squall attended with some rain; the morning and evenings still continue very cool, the Sun being within a few of Vertical, the Thermometer up to 70 – we expect to be in St. Helena on Friday Evening. Should have been there sooner had the breezes continued. The chief mate could not get a Sight of the Sun, it being overcast with clouds. A quantity of fish about called Bonitre but could not catch any. The weather during the evening warm. The three vessels still in sight.

Thursday 7th. Novr. 1844

The weather as usual dull with light winds going between three and four Knots; the three Vessels still in sight, but going ahead from them. The Captain I am sorry to say, much worse, swelling round the body, so that he could not button his clothes on him. Both anchors over the bows and the chain cables up all ready. 12 o'clock Latitude 17 degrees 44 Miles South. Longitude 3 degrees 47 Miles West. Up to four o'clock the weather warm; the wind still light; the evening dull and cool.

Friday 8th. Novr. 1844

Some slight showers of rain, the wind still light, going from three to four Knots; our companions of three few days back not to be seen this morning. 8 o'clock the breeze increasing going five Knots. The Sun being overcast with clouds the Chief officer could not get any Sights. 12 o'clock by the dead reckoning we have 49 Miles to tun. One o'clock the chief officer reported land to be seen from the Fore top mast head. Four o'clock can see it plain from the deck. A vessel in sight steering the same way as ourselves. Myriads of Porpoises about the Bows of the Ship. 6 o'clock Shortened Sail, took in the Courses and Spanker, one reef in the Fore and Mizen Top Sail. 7 o'clock stood away from the land to the Eastward. 8 o'clock the weather squally, one reef in the main Top Sail, 9 o'clock a light reported to be seen on the weather Quarter, supposed to be the vessel seen this Evening; tacking ship every three hours.

Saturday 9th. Novr. 1844

At four o'clock made Sail and stood in for the land, the morning cool, and a light steady breeze, a

Barque also standing in for the land. 6 o'clock about two miles off running it down. 7 o'clock abreast of the battery. The wind coming down the Gulleys in heavy Puffs and then in a few minutes a calm. 9 o'clock the harbour master came on board and brot up. The Barque beating in this morning is the Mary Bannatyne from China, bound to London.

There are different Vessels laying at anchor. The Steam frigate Penelope, and Kingdom Brigg of War, 4 merchant Vessels and three Vessels that have been captured in the slave trade, one o'clock the Barque Hartley and Elizabeth that were in company with us reported themselves but did not come too. The Captain went on shore, by the recommendation of the doctor, who also gave the other men medicine, Some fresh Provisions and Vegetables came on board which was a treat. The men washing round the ship ready for Painting.

Sunday 10th. Novr. 1844

The morning something finer than any we had for some time Past. The ships Mary Bannatyne and Euclid under weigh, with a fine Breeze, the remainder of ships in harbour deck'd with their Gayest Colours. Bought some very fine mackerel, which was a great treat. Captn. Longford nothing better. A many Pleasure boats out to see the Steam Frigate Penelope get under weigh; she is bound to the Island of Ascension, which is about 4 days sail from here.

Monday 11th. Novr. 1844

The weather still continues cool and the inhabitants say that during their residence on the Island, (some as far back as 30 Years) they have not experienced such cold weather. The Island is very rugged and Mountainous, the township being situated in a valley which is very clear, and some fine houses, also a neat little church, everything very dear. Sheep being 60/- Potatoes 20/- bread 8 Pence the 2 lb Loaf. Captn. Longford still continues very bad, he is receiving medical advise on shore, which will detain the vessel some few days. Arrivals of the Mary Ann from Bombay and the Mertour from Ichiboe loaded with Guano.

6 o'clock the Lady Flora Hastings and Mary Ann got under weigh and Sailed.

Tuesday 12th. Novr. 1844

One of our men wishing to leave the Ship, and enter her Majesty's Service, the Captn gave him liberty to go on Board the Brigg which is commanded by Sir William Daniel.

When he was refused, went on shore by request of Capt. Longford to transact a little business for him, the town in an uproar with the liberty men belonging to the men of war. There are two fresh arrivals, Arraminta and Ambassador, where they are from I do not know. All hands busily employed in Painting the outside of the Ship and the Carpenter stopping a leak in the Quarter Gallery, and under the Counter.

Wednesday 13th. Novr. 1844

Arrival of the Brig Ripley from Calcutta, also a Prize of a Slaver, taken by one of the vessels on the African station. Went on shore for the Purpose of getting a live sheep and some fish, ordered the Vegatables for the voyage. After breakfast went on board the Araminta and got 3 Barrels Pork, 2 of Beef 8 Cwt Biscuits, the boat bringing off the Firewood. The Carpenter in examining the Quarter Gallery was compelled to take out three Planks, which will detain us a few days longer. A great place for fish but the fishermen are not allowed to sell any, by a law Passed on the Island, until the inhabitants are supplied. A Bullock killed in town to day, which is a rarity, selling at 1s/9d Per lb. firewood 30/- Per Ton.

Thursday 14th. Novr. 1844

The weather very fine Putting me in mind of being in Australia. The Captain I am happy to say, much better. A Dutch Brigg in getting under weigh, ran foul of the Brigg Ripley and carried away her Jib Boom. Arrival of the Barque Albatross from Bombay, leaky having thrown part of her cargo overboard. 10 o'clock the Captain and self went on Shore for the Purpose of sending on board the remainder of Articles required, and engaging two fresh hands in room of the two that are laid up. 3 o'clock the Captain having closed his accounts, returned on board and hove short. The two sailor not having come on board, went on shore after them and brot them off. When we tript anchor with a fine breeze, set all the Studding Sails and hope we shall have a short run to London.

Friday 15th. Novr. 1844

The morning dull and cool, with a fine steady trade wind going 7 Knots, and had continued so during

the night. The captain still improving, the swelling having nearly left his legs. Respecting myself I am very well with the exception of slight Pains in the head, which I am afraid being to long acquainted, will not be rid of without a Miracle. 12 o'clock Latitude 14 degrees 47 Miles, South of the Equator. The breeze still continuing steady going by the log line 6 Knots; during the evening very cloudy and cool. The Ship coming up in the wind carried away the Top Gallt. Studding Sail sheet; made fast and set again. The Carpenter employed in making a new main Top Gallt. Mast.

Saturday 16th. Novr. 1844

I was compelled to get up a little earlier on account of them holy stoning the Poop, you cannot rest with the constant noise, so that you are better up. Some heavy Puffs through the night, the morning mild with a steady breeze going Seven Knots. The Captain still improving, the two men that have been laid up for some time past, still continues very bad.

The Sun out very strong. 12 o'clock Latitude 12 degrees 54 Miles South; a great change in the weather to day being warmer than we have felt it for some time past. The Ship I am happy to say making very little water, no occurrences during the day. 9 o'clock slight squalls with misling rain.

Sunday 17th. Novr. 1844

The weather dull with light showers of rain, a steady breeze going 6 Knots. A vessel sight, some distance ahead, steering the same course as ourselves. After breakfast the sun out very strong. Large schools of flying fish and some birds, being the first we have seen since leaving St. Helena, we are gaining on the Vessel ahead. 12 o'clock could not obtain a sight of the Sun it being overcast with clouds, and commenced raining heavily. A flock of birds between four and five hundred flying past the Vessel. 3 o'clock the chief officer reported another ship in sight to windward. The weather during the day warm. 6 o'clock squally with rain. Hove the log the Ship going 6½ Knots.

Monday 18th. Novr. 1844

Only one vessel in sight this morning, she still continues ahead, but have gained considerably on her through the night. 10 o'clock we are alongside of the ship when she proved to be a Dutch vessel that carried away the Ripleys Jib Boom in St. Helena, and had left Place about 6 hours before we had sailed; a quantity of Mutton Birds about. The watch employed in repairing the Fore and main Top Gallt. rigging in readiness for the New Top Gallt. Mast that are to be sent up. 11 o'clock took in the Studding Sails and main Top Gallant Sail sent the yard and mast down on deck. 12 o'clock the Captain could not get a sight of the Sun, the weather squally with rain, it being of no use without you can see her the moment before she dips, therefore we do not know our Latitude only by the dead reckoning. Since we have run ahead of the Dutch Barque, she has altered her course steering North West. Up to 4 o'clock the weather Pleasant: all hands employed in sending up the main Top Gallt. Mast: finished and all sail set by half past 6 o'clock. 8 Bells hove the log going 5½ Knots.

Tuesday 19th. Novr. 1844

The dutch man still in sight but astern, the Island of Ascension to be seen about 50 Miles off on the lea Bow. Sent up the main Royal and set it. The breeze light and steady going five Knots, the weather getting much warmer as we are nearing the Equator. Some large flying fish and birds about. Capt. Longford complaining of his legs being stiff and painful when walking. The other two men still continues very bad, one of them not able to walk having lost the use of his limbs. The Carpenter making a new for top Gallt. Yard.

12 o'clock Latitude 8 degrees 10 Miles: the ship going 6 Knots. Some large fish about (Bonitre) but not lucky enough to catch any. The dutch Barque out of sight. 3 o'clock off the East end of the Island, which is mountainous and barren; four o'clock abreast of the Flag Staff, and shewed our number; there are two Men of War lying at Anchor, also some Prizes of Slavers. The heat throughout the day oppressive up to 10 o'clock the night beautiful, fine moon and steady breeze going 6 Knots.

Wednesday 20th. Novr. 1844.

The morning fine, with a good steady trade wind going 6 Knots; the weather during the last few days finer than any we have had for sometime Past. Nothing in sight but are in the route generally taken by Home and Outward bound Vessels. The men employed in setting up the rigging. Immense numbers of flying fish and a large shark about. 12 o'clock Latitude 6 degrees 26 Miles South of the Equator; the weather during the evening exceedingly warm. Nothing of any note occurred during the remainder of the day.

Thursday 21st. Novr. 1844

A Splendid Morning with a fine steady breeze, going 6½ Knots. In running the trades down you have the best of weather during the voyage, can carry all your Sail without any fear.

A vessel in sight some distance to Windward; quantities of flying fish about, we have been unlucky during the voyage in not having caught any fish. 12 o'clock Latitude 5 degrees 6 Miles South. The men employed in repairing and setting up the rigging. The weather during the evening Pleasant. 8 o'clock the ship going by the log line 6½ Knots: fine and Moonlight.

Friday 22nd. Novr. 1844

I was compelled to take a little Medicine this morning through the Pains in my head with which I have suffered severely. Capt. Longford I am happy to say is quite recovered; we have now three men laid up; their long illness have been kept on themselves by their own filth and dirt. The weather dull and threatening rain, what we may expect in the vicinity of the Equator. The Carpenter having finished the fore top Gallt. Yards, the men employed in fitting the gear on the fore top Mast head, the Top Gallt. Mast being all ready to send up.

12 o'clock Latitude 3 degrees 33 Miles South. Numbers of flying fish and birds about. Sent the main Top Gallt. Studding Sail down to repair it. The weather throughout the day warm. 6 o'clock squally with rain, the main Top Mast Studding Sail halyards gave way; made secure and set again. 8 o'clock was forced to leave the deck the rain coming down in Torrents, but did not last long. 9 o'clock the moon out bright.

Saturday 23rd. Novr. 1844

The morning close and muggy with frequent showers of rain, the breeze falling light going about four Knots. After Breackfast, killed a sheep. The Steward I am sorry to say laid up with the lumbago: the three sick men complaining of being much worse. It is my opinion they will never recover. 12 o'clock Latitude 2 degrees 13 Miles South. About one o'clock a heavy Squall attended with rain, the breeze very light; up to four o'clock the weather exceedingly warm, unbent the main Sail and bent a fresh one. 8 o'clock squally, took in the main Royal and main top mast Studding Sails.

Sunday 24th. Novr. 1844

The weather during the night squally; four o'clock moderate set the main Royal and the Studding Sails. 8 o'clock the weather warm, a fine steady breeze going 7 Knots. Immense numbers of flying fish about, also a stormy Petrel, it being a mere chance of seeing one of those birds about the Equator, but are surely found in stormy and cold weather. 12 o'clock Latitude 39 Miles South. One o'clock braced the yards up having altered our course from North North West to North North East. Took in the main Royal and Studding Sail, the ship I am sorry to say making water so as to keep both Pumps agoing every two hours.

6 o'clock the weather squally, took in the Main Royal and Studding Sails. I believe we are now across the Equator and in the North Atlantic. Between 9 and 10 o'clock the chief officer call'd me up to see an eclipse of the Moon which was total about Eleven o'clock: when it cleared away and had fine weather.

Monday 25th. Novr. 1844

The breeze very light, sett all the Sail, going about four Knots. Capt. Longford complaining of being unwell with the Bilious Complaint, the other men still very bad. A quantity of Stormy Petrel about: the old hands say that when they begin to gather about a vessel it is a sure sign of blowing weather. A vessel to be seen some distance to windward outward bound. 12 o'clock Latitude 1 degree 41 Miles North of the Equator, during the evening the breeze light, with one or two light squalls of rain. Four o'clock a Barque some distance to windward outward bound, being now in the track of all outward bound Vessels. Up 9 o'clock squally when it cleared away and had a fine night.

Tuesday 26th. Novr. 1844

The morning very close and the wind light with a slight showers of rain. We are now four Months from Calcutta and 10 Months since we left Sydney. When I left I was led to believe that I should not be more than 5 or 6 months. The men employed in setting up the fore rigging. Latitude 3 degrees 58 Miles North. One o'clock the rain coming down in torrents, which lasted about half and hour; cleared up and had a calm. The Carpenter in examining the main truncheon found that the ship was making water through a bolt hole, but could not do any thing to it on account of the Place being under water. I shall feel happy when I once more put my foot on shore, having had a severe Passage from Calcutta. Still a calm, took in all the studding Sails, hauled up the Fore and Main Sail and brailed up the Mizen.

Wednesday 27th. Novr.

Raining incessantly through the night, five o'clock a light breeze springing up from the Eastward, going two Knots, with a heavy swell on causes the ship to roll a great deal.

8 o'clock a vessel in sight about 10 miles to Leeward outward bound. Capt. Longford recovered from his attack. The other men still very bad. Latitude 5 degrees 16 Miles North of the Equator, the watch fitting the Fore Top Gallt. Rigging; during the Evening a calm and the weather exceedingly warm. 8 o'clock some heavy squalls of wind and rain.

Thursday 28th. Novr. 1844

Raining through the night succeeded with some strong squalls of wind, the morning close with light breeze, going about two Knots. 8 o'clock a vessel in sight some distance to leeward outward bound. The watch employed in sending up and securing the Fore top Gallt. Mast. 12 o'clock Latitude 5 degrees 47 Miles North. A vessel in sight standing towards us; exchanged Signals with her when she proved to be an American. In watching the Pumps it was found the Ship made four Inches water per hour, which keep both Pumps regular going every two hours, which has been the case since leaving Calcutta.

The weather during the evening very squally. 10 o'clock the Moon showing the clouds cleared away and had a fine night.

Saturday 30th. Novr. 1844

As usual I was disturbed with the confounded holy stoning over my head, was therefore compelled to content myself by getting up, being of no use to try and rest while the stones are Rub Rub. The morning warm and I believe we have got the North East trades, blowing rather strong. The yards being sharp braced up. It is suspected that the some of the cargo has shifted the vessel being down by the head, causes her to Pitch heavily. In removing one of the water Casks had the head stove in and all the water spilt, which is serious loss being very short. Killed the last sheep today, our live stock dwindling away to one Pig and two geese. Latitude 7 degrees 32 Miles North of the Equator. 2 o'clock Squally, took in the main Top Gallant Sail. Raining heavily, the men employed in filling the Water Casks. We are making but little headway having a strong head wind and sea to contend with; from 8 to 12 o'clock a hand constantly at the Top Sail halyards, ready to let go; the Mizzen Top Sail lowered down on the Cap.

Sunday 1st. Decr. 1844

I did not get any rest during the night through the strong squally weather, and the water coming through the Bull's Eye, into my bed which makes it very uncomfortable. 4 o'clock commenced raining and blowing heavily, had to put two men at the wheel. 8 o'clock something finer, very little wind with a cross Sea on causes the vessel to Plunge heavily. A few stormy Petrels about, which is a sure Sign of Wind, when they play about the stern of a vessel. Latitude 8 degrees 56 Miles North. A calm during the Evening and fine weather up to 8 o'clock, when it commenced raining and had not ceased when I went to bed at 12 o'clock.

Monday 2nd Decr. 1844

Still raining this morning with a light breeze going about two Knots. 10 o'clock shook a reef out of the Mizzen Top Sail, the wind coming more favourable trimmed the yards and set the Fore top mast Studding Sail. Could not get a sight of the Sun at 12 o'clock in consequence of it raining. One o'clock the weather clearing up and the breeze stronger, going five Knots, but the vessel not laying her course by three Points: immense numbers of Albicore and Bonitre, two of the latter taken, which are fine fleshy fish, but rather dry eating, the same as all deep sea fish are. The wind coming more ahead took in the Studding Sail, and braced the yards sharp up. Four o'clock took one reef in the Mizzen Top Sail. After tea the breeze still freshening brailed up the Spanker.

Tuesday 3rd. Decr. 1844

The weather through the night blowing fresh, with a steady sea on, enabled us to carry all our canvass: the morning looking bad and squally, quantities of Stormy Petrels and a few Molly Moaks about. The men employed in removing some of the cargo from forward to aft to Prevent her Pitching so heavily. 12 o'clock Latitude 11 degrees 48 Miles North. Longitude 28 degrees West. The Carpenter caulking over the berths to Prevent the water coming in. The weather during the evening fine, with a steady breeze but the Ship not laying her course by three Points. 8 o'clock the Breeze freshening took

in the Spanker.

Wednesday 4th. Decr.

The weather through the night squally and blowing very fresh this morning with a strong sea on; the deck constantly wet, the seas breaking over her; immense numbers of flying fish about. The sick men still continues very bad, I am afraid they will never recover. Latitude 13 degrees 58 Miles North; the vessel having run two degrees since yesterday is considered a very good run. We find the weather much warmer in the North Atlantic than we did in the same latitude in the Southern Oceans. The Fore Top Sail sent down to be repaired; the breeze up to 8 o'clock blowing very fresh, when it became more moderate.

Thursday 5th. Decr.

The morning fine and the weather warm, with a strong breeze, going 6 Knots. After Breakfast, assisted in painting the front of the Cuddy and inside of the Bulwarks. 12 o'clock 15 degrees 50 Miles North. Longitude 29 degrees 30 Miles West. The weather during the evening blowing very fresh and the seas breaking over the Ship was compelled to leave off Painting; all hands repairing the Top Sail that was sent down. 8 o'clock the breeze still strong going by the log line 6 Knots. The Evenings are getting cool.

Friday 6th. Decr. 1844

Beautiful morning reminding me of a Summers morning in Australia, what would I not give to be back once more upon its shores, when such should be the case, it must be a very strong inducement that will cause me to leave it again. The wind had fallen during the night. 8 o'clock still light and going only three Knots through the water. Some very large flying fish about. After breakfast commenced Painting. 10 o'clock a calm. 12 o'clock Latitude 17 degrees 30 Miles North. Up to four o'clock the weather warm, when I knocked off Painting and washed for dinner: no change in the weather during the latter Part of the Evening.

Saturday 7th. Decr. 1844

The weather fine and the breeze still light, not enough to keep the Sails full. After breakfast commenced Painting. 12 o'clock Latitude 18 degrees 7 Miles North. During the evening cool and cloudy. A quantity of Albicore about but did not take any. The Ship looking smart after the Coat of Paint.

Sunday 8th. Decr. 1844

The morning very fine but are sorry to say no wind, having a calm in this Latitude being in the strength of the North East trades is something we did not expect, especially as the Sun is going to the Southward. 12 o'clock Latitude 18 degrees 29 Miles North. Longitude 33 degrees 40 Miles West. The Sun during the day is very oppressive. Four o'clock two vessels in sight, one to windward and the other to Leeward, the same as ourselves becalmed. A dolphin swimming about the Stern, but would not take the bait; a splendid Sunset this evening.

Monday 9th. Decr. 1844

The weather still warm and no wind, the water as smooth as glass; some black fish about passing within 20 yards of the vessel; sent the main Top Gallt. Sail down and replaced it with an old one; a vessel in sight some distance to leeward. 12 o'clock Latitude 18 degrees 37 miles north. 2 o'clock a slight squall of rain with a breeze which continued about half an hour; the heat throughout the day very great. 6 o'clock the weather looking squally but soon cleared away. 8 o'clock a light breeze springing up from the Eastward going about three Knots. 10 o'clock raining went to bed.

Tuesday 10th. Decr. 1844

Throughout the night the weather very squally, a hand placed at the Top Sail halyards. The morning fine with a steady breeze, going four Knots, but the vessel not laying her course by three Points. Immense numbers of flying fish about. The ship that was in company with us not to be seen to day. A squall to windward but did not effect us, the heaviest of it Passing astern. 12 o'clock Latitude 19 degrees 47 Miles North. The breeze freshening going five Knots. 2 o'clock had a severe squall; let go the Main Top Gallt. halyards and put the ship before the wind un till it abated, when the rain came down heavily, which lasted about half an hour. Up to 8 o'clock fine weather, when we we was compelled to take in the main Top Gallt. Sail and Spanker. A series of heavy squalls up to 12 o'clock,

when all hands was compelled to reef Top Sails.

Wednesday 11th. Decr. 1844

I did not have much rest during last night, not even Pull my Clothes off; the weather more moderate this morning but still a fresh breeze. I am greatly alarmed when it commences to blow, for fear the ship would make more water, having now and since we left Calcutta, the two Pumps at work every two hours, the weather again coming on squally (a man placed at the Top Sail halyards) a severe one having passed a head. Putting me in mind of the strong Brickfeilders that are so prevalent in Sydney. 12 oclock Latitude 21 degrees 50 Miles North. While we were at lunch we were disturbed by a squall which nearly put the vessel on her beam ends; took in the Main Top Gallt. Sail. Four oclock blowing heavily with a cross sea on. Took another reef in the Fore Top Sail, and reef'd the Jib. You cannot sit at the dinner table without holding on, the vessel knocking about, and the wind coming in gusts enough to take the masts away, and the Seas breaking on her with such force, that you would think some part of the Ship must be stove in; turned in at 11 oclock.

Thursday 12th. Decr. 1844

About four oclock this morning the Jib halyards gave way; rove a new one. Set it again. 6 oclock the weather moderating and the sea going down, turned a reef out of the fore Top Sail, and Set the main Top Gallt. Sail. I feel very bad to day, having caught a severe cold through being up during the last few nights. A slight squall of wind and rain nothing of any consequence. 12 oclock Latitude 23 degrees 42 Miles North. A Brigg in sight about 15 Miles off running before the wind. Two oclock two other vessels in Sight also running; exchanged colours with an Austrian Brigg, but did not ask any questions. A quantity of weed floating past that have been blown out of the Gulf of Florida. The weather throughout the day fine, with the exception of some light squalls. 8 oclock the wind variable and the Sky looking bad; went to my Cabin.

Friday 13th. Decr. 1844

The weather during the night, Moderate with the exception of a squall which blew violently about one hour; was compelled as usual to let the ship run before the wind, until it was over. Took in the main Top Gallt. Sail and one reef in the Top Sails. The morning very fine, with a light breeze going about three Knots. Shook the reefs out of the Top Sails, and set the main Top Gallt. Sail, but the vessel not laying her course by Six Points. Killed the Pig being the only one we have on board, shall have to live on Salt Meat until we arrive in England which I trust will not be long. My head very bad with Pains. A quantity of weed floating past. Some of it taken, when it was found covered with Crabs and small shells. I do not know what we shall do when we get into bad weather for the want of two good Top Sails, not having one fit to stand a breeze; the men employed in patching up the old ones. 12 oclock Latitude 24 degrees 59 Miles. The wind still light and the vessel not laying higher then west, and our course North East. A Shark swimming about the stern, the largest one we have seen, supposed to be about 20 feet in length. During the day the Sun out Powerful, the morning and evenings cool.

Saturday 14th. Decr. 1844

The morning very fine and the wind light, which had continued so during the night. 8 oclock the ship not laying her course by 8 Points, went on the other tack. Employed myself in cutting up and salting the Pig killed yesterday. 12 oclock Latitude 25 degrees 28 Miles North. Up to four oclock, the wind still the same; a vessel in sight some distance to windward. 5 oclock about ship. 9 oclock no change.

Sunday 15th. Decr. 1844

The wind about 12 oclock fell light and became a calm, this morning no change, and are gradually drifting to leaward with the swell that is on; a vessel in sight the same as ourselves becalmed. While at breackfast, the captain called me to see a whale that was blowing close alongside of the Ship, there are now three of them within 20 yards. A quantity of Dolphin about, the line over and the 2nd. Mate hooked one, but did not have the good luck to get him on board. 10 oclock a light breeze springing up going three Knots. 12 oclock Latitude 25 degrees 36 Miles North, being on 8 Miles made during the last 24 hours. The Dolphin still about; one of the apprentice boys caught a fine fellow weighing 14lbs; the vessel should be going through the water at least from four to five Knots when those fish are about to catch any. Immense quantities of weed floating past. A beautifull Sunset this evening, the various colours after she had dipt, I am not able to give a description of. 8 oclock the wind light and variable about Ship.

Monday 16th. Decr. 1844

The morning very close, not a breath of wind, neither had their been any during the night, I shall be very glad when do get a breeze, so that we may soon get to our Journey's end. There are two men on board the greatest scoundrels in existence. They have during the short time we have been away from St. Helena, endeavoured to raise a Munity in the Ship, but their evil machinations would not be joined in by the remainder of the crew. The two sick men had their chests broken open and most of their clothes stolen, but cannot get any clue to the robbery at present. 12 oclock Latitude 25 degrees 45 Miles North. The vessel that was in sight yesterday not to be seen. A quantity of Dolphin about when one of the men struck a fine one with the grains, weighing about 15lbs. This is the first Dolphin that I have had the Pleasure of witness dyeing, and the various colours of this fish, are certainly beyond any attempt of description of mine. Sent up the main Royal. No change in the weather.

Tuesday 17th. Decr. 1844

A calm during the night untill about four oclock, when a light breeze springing up, going about four Knots, but died away in about two hours. We expect when the wind does come we shall suffer for this fine weather. The light winds that we have in this Part of the ocean, being what we did not expect, espeicially at this time of the year, winter season. 12 oclock Latitude 26 degrees 15 Miles North. The weather beginning to look breezified, the sky overcast with clouds and feeling cool. 3 oclock the main Top Sail being repaired, sent the old one down and bent the repaired one; as light squall coming on with rain, clewed up the main Royal. 8 oclock a light breeze springing up hove the log going 2½ Knots.

Wednesday 18th. Decr. 1844

A Partial breeze throughout the night, the morning a calm, not a breath of wind only out of a few Passing squalls. Two homeward and one outward bound ships in sight, but at too great a distance to speak either of them. Some fish about but would not take the hook. 12 oclock Latitude 27 degrees North. After lunch lowered the boat and had a Pull; afterwards towed her astern. 6 oclock no change in the weather. I shall feel very glad when I put my foot on shore, being quite tired of Shipboard, now five months. This trip will quite satisfy me, from making any more sea voyages. I have been very bad those few days past; Pains in my head, never been free from them since having the fever.

Thursday 19th. Decr. 1844

A splendid morning reminding me of the weather we had when going up the Bay of Bengal. 6 oclock a light breeze coming up from the South East. Set all the studding Sails we could, going about three Knots. We are surrounded by no less than 5 homeward and one outward bound Ships. 12 oclock Latitude 27 degrees 48 Miles North. Exchanged Signals with a dutch Barque named the President Ram Rotterdam from Batavia. The wind falling light again. I shall be glad when we do get a breeze that will stand. Four oclock a calm. The Barque about one mile distant from us. No change in the weather up to 10 oclock, when I went to my bed for the night.

Friday 20th. Decr. 1844

The morning same as yesterday, very fine, but much warmer, a light breeze springing up, going about two Knots. The vessels in sight only during the morning the breeze increasing from the South East, and a heavy swell from the North West, causes the vessel to roll very much. 12 oclock Latitude 28 degrees 31 Miles North. In examing the fore Top mast stay, it was found nearly chafed through, if this had not been found out and we got into bad weather, there is not the least doubt, we should have lost the mast. Four oclock not a breath of wind but looking squally to leaward. 9 oclock the weather cleared away and the Moon out bright by no wind.

Saturday 21st. Decr. 1844

I was compelled to get up at half past four, in consequence of the confounded holy stones going over my head, which is the case every Saturday morning. No change in the weather, the three vessels still in sight. 2 oclock a light breeze coming with some squalls of rain. An outward bound ship, passing about 10 Miles to leaward of us. Four oclock the breeze mending going three Knots. The vessel rolling very much with the swell that is on. Up to 10 oclock no change in the weather.

Sunday 22nd. Decr. 1844

A fine morning with a steady breeze going five Knots, the air very cool. 10 oclock looking bad, had a severe squall of wind and rain. Clewed up the main Royal and took in the lee Studding Sails. 12

oclock Latitude 30 degrees 16 Miles North, up to four oclock blowing and raining heavily, the wind coming a head, took in all the Studding Sails and braced the yards sharp up. The vessel not laying her course by five Points. 9 oclock the wind light.

Monday 23rd. Decr. 1844

About four oclock blowing very fresh, about Ship, the wind coming from the North East, being the direction we want to go. The Fore Sail, being nearly into rages, bent a new one; the weather cool and the wind light. 12 oclock Latitude 31 degrees 18 Miles North. Sent the Mizzen Top Sail down and bent a fresh one. A vessel in sight to Leaward standing the same way as ourselves. The weather squally split the fore top Sail, sent it down and bent a fresh one; the weather dull and cloudy until the moon got up, when it cleared away and had a fine night.

Tuesday 24th. Decr. 1844

A fine clear morning with a bracing air, the water smooth and the vessel going three and a half Knots through the water and heading North, North East. Our course being North East should we have good weather we are in hopes of being in England by this day fortnight. Two vessels in sight homeward bound; immense quantities of the Gulph weed about. 12 oclock Latitude 32 degrees 16 Miles North. The weather during the remainder of the evening very fine but cool. 10 oclock the wind coming more favourable, squared the yards and set the Studding Sails. The night fine stopt up the 12 oclock.

Wednesday 25th. Decr. 1844

Xmas Day

The morning very cool with slight squalls of rain, a fine breeze with all Sail Set, going 6 Knots. The two vessels in sight. About 11 oclock the wind shifting from the South West to the North West. Shifted over the studding Sails. The weather thick and squally. 12 oclock the Sun being overcast with clouds did not get any observations; during the evening the wind increasing took in the Top Gallt. Studding Sails. 8 oclock the breeze getting stronger took in the lower studding Sail, the Moon out bright. 11 oclock went to bed.

Thursday 26th. Decr. 1844

I was awoke about 2 oclock by the Chief Mate, informing the Captain that the weather was looking very bad, and the Barometer falling, which is a sure indicator of having strong weather, took in the Top Gallt. Sails: three oclock all hands called up to reef Top Sails; close reefed the Mizzen and took two reefs in the Fore and Mail Top Sails, also hauled up the Main Sail. At daylight a heavy Sea on, rolling in Mountains enough to swamp the Ship: rolling and lurching heavily enough to send the masts out of the Ship: sent down the Main Royal yard and Sail. 12 oclock Latitude 36 degrees 8 Miles North. The breeze freshening and blowing with great fury, close reefed the fore Top Sail. Four oclock a lull, reefed the main Sail and set it to keep the ship steady: during the remainder of the day the weather same as the morning.

Friday 27th. Decr. 1844

The breezes throughout the night very severe, and the Sea on awful. I would rather prefer on my own part, to be on Shore, being alarmed with the seas striking the vessel she will make more water, which now is sufficient to keep both Pumps going every two hours.

12 oclock Latitude 37 degrees 44 Miles North. Four oclock took in the main Sail. 6 oclock the wind coming in heavy gusts carried away the Fore Top Sail; after clewing it up the main Top Sail gave away; sent it down and bent the best one we have close reefed: we are now under a fore Sail, close reefed main Top Sail, and the Stay Sail. I feel very unwell not having closed my eyes since the night of the 25th neither pulled off my clothes.

Saturday 28th Decr. 1844

No change in the weather, but in my opinion, blowing heavier. Some of the Seas having struck the Larboard Bullwarks sent the Boards into splinters. The weather now severely cold. Symptoms of the Barometer Rising, which I shall be glad to see up to 30 – being then sure that the Gale is breaking. 12 oclock Latitude 38 degrees 46 Miles North. After dinner five oclock went to bed but could not rest being compelled to hold on the keep myself from being thrown out of my berth.

Sunday 29th Decr. 1844

About two oclock the weather breaking set the fore top Sail, and the main Sail. 8 oclock Shook a reef

out of the top Sails. A Barque to the Windward outward bound under close reefed Top Sails. I feel quite worn out for the want of rest. 12 o'clock Latitude 39 degrees 35 Miles North. We are now nearly clear of the Azores or Western Islands; during the day the Sea having gone down greatly but still a heavy swell on. Four o'clock the Captain having obtained a sight of the Sun, to work the longitude, found we were some distance to the windward of the Islands, gave orders to Square the yards, and keep the vessel before the wind steering direct for the English Channel: the weather still moderating set the Fore and Main Top mast Studding Sails. 9 o'clock a many stars out and have every appearance of having a fine night.

Monday 30th Decr. 1844

This morning something finer than any we have had for sometime past, with a strong favourable wind, going 7 Knots and feel quite refreshed after a few hours sleep. 10 o'clock the Sky overcast with clouds, coming on squally took in the studding Sails, and main Top Gallt. Sail. Latitude 40 degrees 40 Miles North. The weather during the Evening cool and moderate, made Sail. Four o'clock a heavy dew falling which is always the case with a South West. On the contrary with a North West wind you have clear and strong winds. Up to 10 o'clock the wind steady but strong.

Tuesday 31st Decr. 1844

Through the night strong winds and favourable, still the same this morning with a heavy sea running causes the vessel to roll a great deal, and the decks being constantly wet is very disagreeable. 11 o'clock a heavy squall coming on carried away the lower and fore top mast booms, with the Sails: after getting them on deck it commence raining and then to blow. Kept the vessel before the wind, close reefed the Fore and main Top Sails, furled the main and Mizzen Top Sails. Set the Stay Sail. The seas that are on now are the heaviest I have seen since leaving Calcutta. No Sun to day: being to busily employed in reducing the Sail during the remainder of the evening and up to 12 o'clock frequent squalls and heavy ones. Thus finished the year 1844.

Wednesday 1st Jany. 1845

No change in the weather, still blowing heavily, and the vessel rolling enough to sent the Masts out of her: as for sitting at the table it is out of the Question; after breakfast went to my bed in hopes of getting a little rest, not having closed my eyes during the last night; after getting into bed I was thrown out by a Sea striking the vessel and giving a heavy roll at the some time. 12 o'clock the weather thick could not get a sight of the Sun. The breeze something moderate, set the main Sail, and shook a reef out of the Fore Top Sail: immense numbers of Sea Gulls about. 6 o'clock the wind falling light more Sail to keep her from knocking about so much. 10 o'clock the Seas going down Set the main Top Gallt. Sail. The weather exceedingly cold and coming on to rain went to my berth.

Thursday 2nd Jany. 1845

A great change in the weather since yesterday morn. We have now a fine steady breeze, with a little Sea on going 6 Knots and the Sun out, which is very Pleasant. The men employed in repairing the Fore top Sail aloft that was split away during the late breezes, it being the only one we have. Numbers of birds about. 12 o'clock Latitude 43 degrees 57 Miles. During the evening very thick weather. Four o'clock a many Porpoises about and a vessel in sight heading the same way as ourselves, covered with Canvass. A squall coming on compelled us to take in all Studding Sails, and the vessel broke off three Points; braced the yards sharp up. Nothing occurred during the remainder of the evening.

Friday 3rd Jany. 1845

The morning very fine, with a steady breeze going five Knots. One of the sick men very bad, a man watching him all night, he is to all appearance a dead man. 10 o'clock a sail in sight – standing the same way as ourselves. 12 o'clock Latitude 44 degrees 48 Miles North; the wind coming more ahead braced the yards up and the vessel not laying her Course by two Points; the weather exceedingly cold, and I feel it severely. Numbers of birds about, and are different to any that I have seen at Sea. 6 o'clock the breeze died away and the swell that is on causes the vessel to roll heavily. I trust that we shall have a fair wind up the channell so that we may not be delayed, being short of Provisions, water and fire wood. The men very dissatisfied, which makes things very unpleasant on board.

Saturday 4th January 1845

At four o'clock this morning a light favourable breeze springing up made all Sail, going four Knots. The holy stones going again which I hope well be he last time. The weather severely cold, and feel it more

as we are nearing England; nothing to be seen of the vessel that was in sight yesterday. Some Sea Gulls about. The breeze freshening going by the log line 6 Knots. 12 o'clock Latitude 45 degrees 17 Miles North, longitude 19 degrees 56 Miles West. The sick man very bad, I am afraid he will not recover, having to lift him in and out of bed. Four o'clock the night shut in and being so dark that you cannot see your hand before you, and not light of a Morning until 8 o'clock. 10 a Ship in sight bearing down on us, we therefore hauled up to the Wind to allow her to pass ahead of us. We are compelled to keep a good lookout for fear of being run down, being in the track of all outward bound ships leaving the British Channell.

Sunday 5th Jany. 1845

Between three and four o'clock the breeze freshening and looking very bad took in the main Top Gallt. Sail: at daylight the Barometer falling four tenths of a degree commenced blowing heavily took 2 Reefs in the Fore & Main Top Sail, close Reef'd the Mizzen Top Tails, and reefed the Main S ail. 12 o'clock Exchanged Signals with an English Merchantman. Blowing very fresh during the evening with a heavy Sea on. Hauled down the Jib, and set the Stay sails. 10 o'clock made my bed on the Cuddy Sofa, being my usual place when we have bad weather.

Monday 6th Jany. 1845

I had no rest during the night not as much Pulled off my clothes, so that I feel quite fatigued: from 12 to four o'clock blowing very heavy, at times nearly a Hurricane, when it began to moderate. 8 o'clock this morning something finer, with a light breeze going four Knots. Shook the reefs out of the Top Sails and Set the Fore and main Top Mast Studding Sails; the air very cold. It is with regret that I have to mention the death of the Poor Man, that has been so long ailing, he died at 10 o'clock; death is awfull at all times, but especially more so at Sea. No Ship in my opinion ought to be allowed to go to Sea, without carrying a medical man: If there had been one on board this Ship, this Poor man would now be among the living; his death must be Solely attributed to neglect. 12 o'clock Latitude 47 degrees 19 Miles North. Longitude 13 degrees 34 Miles West: exchanged colours with the Barque General Palmer, Transport 10. The wind I am sorry to say coming direct against us. Took in the Studding Sails and braced the Yards up. I do not know when we are to arrive at our Journeys end. I shall feel very proud when I put my foot on shore, being quite tired of the voyage. 6 o'clock being the appointed time for the burial of the man, the Captain read the Prayers when he was consigned to his last home, from which no traveller returns.

Thursday [Tuesday] 7th Jany. 1845

A light breeze this morning and are sorry to find the vessel not going her course by three Points. 10 o'clock Squally with rain; after the rain the weather severely cold, which Pinches me very sharp. Three vessels in sight outward bound but at too great a distance to speak either of them. 12 o'clock the Sun being overcast with clouds, could not make any observations. After lunch was compelled to go to bed to keep myself warm, which I could not do on deck. 6 o'clock the breeze freshening took in the main Top Gallant Sail and Spanker. 9 o'clock double reef'd the Mizzen Top Sail. Blowing very fresh went to bed.

Wednesday 8th Jany. 1845

I did not have any rest during the night, the Seas striking the vessel and making every timber of her tremble, so much that I thought she was going to Pieces. 8 o'clock the wind lulled. Set the main Top Gallt. Sail. The men employed in repairing the Spanker, that was torn with the breeze last night. Between 10 and 11 o'clock the weather very unsettled coming in heavy Puffs, took in the Main Top Gallt. Sail, reef'd the Jib: the Ship Pitching heavily. 12 o'clock Latitude 48 degrees 30 Miles North, Longitude 9 degrees 16 Miles West. During the evening blowing very fresh, all hands called up, was compelled to double reef the for Top Sail, and one reef in the main Top Sail. Four o'clock a Brigg in sight outward bound. Nothing occurred during the remainder of the day.

Thursday 9th Jany. 1845.

The morning very cold which I feel much; when in Calcutta I complained of the heat but could do with it better than this severe weather: we are now in the chop of the Channel, and shall feel glad when we get up to London, or some Place where I can go on Shore: three vessels passed outward bound. 12 o'clock Latitude 49 degrees 1 Miles North. Longitude 7 degrees 19 Miles West. During the night the wind coming away from the Southward and blowing very fresh. While at Tea, we were disturbed by the watch calling out a sail on the weather bow, the man at the wheel was ordered to Put the helm

down and let her go off, when we passed within 100 yards of the said vessel.

Friday 10th Jany. 1845

I did not rest much last night being constantly up and down; four oclock hove the Ship too for Soundings. 40 fathoms with Gravel and Sand. The morning fine and clear, being what we did not expect being generally thick and foggy weather in the Winter Season.

10 oclock a Steam vessel passed us bound to the Meditanean, also different other vessels about 50 tons burden employed in the fishing trade. 12 oclock Latitude 49 degrees 49 Miles North, Longitude 3 degrees 28 Miles West, which observations if correct, places us opposite the Stand Point, the men employed in getting the anchors over the Bows, and the chain cable up: the Breeze blowing nearly to a gale took in the main sail and Mizzen top sail, double reef'd the two Top Sails; 6 oclock hove the Ship too for Soundings 39 fathoms; the Captain very uneasy not having a sight of the land to prove his observations correct.

9 oclock still blowing with great fury, hauled the Fore Sail up.

Saturday 11th Jany. 1845

I again passed a bad night not having closed my eyes, being alarmed in not knowing correctly our Position, the English channel being a place not to be played with, blowing a gale of wind and so dark that you cannot see your hand before you; the Morning Something better, the weather more clear, and the wind favourable. Different vessels passed outward bound, also a Steamer. 10 oclock the weather coming on again thick with rain. 11 oclock can See the land, which I believe from the apearance Beachy Head. After getting clear of it, stood in for the land and made Fairleigh. Hauled the Fore Sail up and Scudding under the two Top Sails. Four oclock very dark and a light to be seen on the lea Bow, which is Dungeness: hove the vessel too under a Main Top and Stay Sail, fastened the Signal Lamp to the Mizzen Top Sail yard for the Pilot. 8 oclock one of the deal boat men came off, when the Captain made arrangement with him to take the Ship into the Downs, and to bring the regular Pilot off. 11 oclock abreast of Dover the lights very cheering, went to my bed a little easier in my mind.

Sunday 12th Jany. 1845

The weather very disagreeable misling rain and severely cold, but this we do not care about, every Person being in high spirits of reaching the great city of London tomorrow. The men bearing short, in readiness to trip anchor when the Pilot comes on board. 10 oclock the Pilot on board and every thing being in readiness, with the tide in our favour weighed Anchor; a many vessels beating up and down the channel. Three oclock a Steam tug came alongside, when the Captain made arrangement with him to take us in tow, made the warps fast but was compelled to bring up the weather, getting thick spent the remainder of the evening in gaining English News from the Pilot.

Monday 13th Jany 1845

The weather clean but cold; at slack water got under weigh, the Steamer towing us at the rate of six Miles Per hour; a great many vessels going up and down the river, after reaching Gravesend, the Police boat came alongside and enquired if all was well and whether any deaths had taken Place within 30 days. Upon being answered there was one, he immediately ordered us into Quarrantine till the health officer came on board, which would be case in the morning, and that no person must leave the Ship in the meantime.

Tuesday 14th Jany 1845

At 6 oclock the health officer came on board and examined every Person on board, when he found them all well and released us out of Quarrantine. I then went on Shore and bought some fresh Provisions; after breackfast, dressed myself in readiness to go up to London. The ship will not be able to leave until the tide suits which will be at 12 oclock.

Mr. D. Ross came on board when I left the Ship and went on board of a Steamer at 2 oclock and arrived in London at $\frac{1}{4}$ past three, thus finishing my Passage from Calcutta to London which occupied five Months and nineteen days.

Daniel Wilson

Born July 21st. 1819

Admitted a member of the Australian Grand Lodge of independent Odd

Fellows. 2nd. Novr. 1842. R. Hayes. N.G.

Raised to the sublime Degree of a Master Mason in the Forrester's Lodge
Uttoxeter, Staffordshire. 7th. March 1845.
Bro. John Earp. VG. M.

Memo:

having made the necessary arrangements for my Passage in the Barque George [Capt. Gordon] and secured my Boxes in the Cabin, embarked on the 1st. May while the vessel was being warped out of the Wapping Basin, a Steamer in readiness to take us in tow; the warps made fast, I bade adieu to the Great City of London. Came to anchor for the night at the hope, about 7 miles below Gravesend. The men employed in lashing the water casks and clearing up the deck taking in the Long and Jolly Boats. 2nd May the Captain came on board when we weighed anchor with a favourable breeze; made as far as the Nob when we were compelled to bring up for the night. 3. May under weigh again and came to ~~again~~ in the downs and the Pilot left us. 4 May weighed anchor with a steady breeze blowing against us; a many vessels beating down Channel. 12 May when crossing the Bay of Biscay blowing very heavy close reefed the Top Sails, took in the main Sail, Spanker and Jib, a heavy Sea running, which continued about 36 hours after which the wind Shifted and became favourable, made all Sail. 18th. May Sighted the Island of Madeira and Spoke a Schooner bound to the cape of Good Hope, also a Ship named the Kingston bound to the coast of Africa for Palm oil. 6 June the Captain went on Board of the John King from the Maureteins bound to London, which vessel had taken the Captain officers and crew of a French Ship the day Previous, having abandoned the Said Ship with 8 feet of water in the hold.

12th July in Latitude 34.47 South. Longitude 12. 27. West: had a gale of wind for three days was compelled to lay too under a close reef main Top Sail and Stay sail. A sea struck her, carried away the Stay Sail and sprung the Bowsprit.

1st August. Carried away the Jib Boom and sail.

12th August. Sighted the Island of St. Pauls.

Up to the 21st. strong weather and favourable winds when in Latitude 39.50 South.

Longitude 106. 43 East. 6 oclock PM the breeze very heavy and squally, all hands called to reef Top Sails, hauled up the main Sail and the Mizzen. 8 oclock scudding under close reef main Top, Fore Top and Fore Sail. 12 oclock the breeze still increasing and the Sea running very heavy; took in the fore Top Sail and set the Stay Sail. 22nd. The weather moderating made Sail. Strong breezes and squally up to the 25 when we were compelled to reduce the canvass to a close reef main Top Sail and reef Fore Sail and scudding with a frightful Sea on. 26 no change but the weather to all appearance of becoming worse.

6 oclock heavy hail storm. 8 oclock a squall caught us and the vessel coming up the wind put her on her beam ends, when her fore castle and lea Top Gallt. Bulwarks was under water and the Sea that is on us is frightful nothing but a white foam; we gave up all for lost.

After she had righted again and before the wind a sea run over the stern and broke five spokes in the wheel. The Captain instantly gave orders to haul the fore Sail up and heave the Ship too, which is very dangerous, being afraid that the Seas would strike her and sweep the decks, but we were lucky enough to escape without any damage. 2 oclock a Sea struck her between the Fore and main chains carried away two stuncheons and a quantity of the Bulwarks on both sides. The Seas are now breaking on the vessel heavily enough to swamp her. We are all very much alarmed. The Captain says he has not experienced during the time he has been at sea such heavy weather. 6 oclock one of the men brought us down the good news that the Gale was abating. 8 oclock moderating set the Fore Sail and Stay sail. 10 oclock Set the Fore Top Sail. I feel very unwell not having had any rest for some nights past. The weather very cold and have suffered severely from Chilblains.

27 The morning fine with a heavy sea on. Shook the reefs out of the Main Top Sail and set the Top Gallt. Sail, during the day very squally. Up to 1st, September the weather favourable and strong. 12 oclock the Captain informed us we were 43 Miles off Cape Otway. During the remainder of the day the weather to dull and to hazy to see it.

2nd September The morning dull blowing fresh. 10 oclock the weather clearing away and a man on the Fore Top reported land to be seen on the Larboard Beam. 12 oclock up with it which is Curtis Isles. 4 oclock Hogans Group, and can see the Rents Group, when past them we shall be clear of Bass's Straits.

18th May Sighted the Island Madeira

12th. August Sighted the Island of St. Paul

		Degrees	Miles		Degrees	Miles
14	" Latitude	39	8	South.	Longitude 84.	52 East
15	" "	38	59	"	" 88	36 "
16	" Calm	-	-	-	-	-
17	" "	38	58	"	" 92	21 "
18	" "	39	13	"	" 95	47 "
19	" "	39	19	"	" 99	50 "
20	" "	39	29	"	" 103	54 "
21	" "	39	50	"	" 106	43 "
22	" "	39	40	"	" 109	40 "
23	" "	39	36	"	" 113	7 "
24	" "	39	38	"	" 116	53 "
25	" "	39	37	"	" 121	2 "
26	Blowing a Gale	Laying too	-	-	-	-
27	" "	39	14	"	" 126	4 "
28	" "	39	16	"	" 129	25 "
29	" "	39	12	"	" 132	5 "
30	" "	39	18	"	" 135	20 "
31	" "	39	20	"	" 138	55 "
Sept 1	"	39	18	"	" 142	36 "

[Newspaper Cutting]

Wilson's Promontory.

To The Editor of the Herald

Sir, - On the 11th. October (inst.) you published a notice of the death of Mrs. Surtees, of Liverpool, and saying her mother Mrs. Mary Graham, was a sister of Lieutenant Wm. Wilson, of Wilson's Promontory fame. The late Mrs. Mary Graham was a daughter (not sister) of Wm. Wilson, and in whose home her father died during the 'forties. On the 12th. Instant a letter appears over the signature "James H. Watson" denying that Lieutenant Wm. Wilson had anything to do with it at all, or, I suppose, was even present. In the vicinity of the Bluff, Captain Flinders, Wm. Wilson, and another, put off from H.M.S. Reliance in the captain's dingy, and, no beach being seen, Wm. Wilson jumped on to a rock (losing a shoe) - all sailors wore shoes. Captain Flinders wrote in his pocket book "We shall now name this land Wilson's Promontory" and tore the leaf out of the book and handed it to Wm. Wilson, who put it in his pocket, whilst on the rock. The Thom. Wilson mentioned by your correspondent, Mr. Watson, was a near relative, and close friend, of the Flinders family, and (are you listening, Mr. Watson) he was the father of Lieutenant Wilson who stood on the rock. My father who was the eldest son of Lieutenant Wilson, and my mother, were born very early in the last century, at Kissing Point and King Street, Sydney, respectively, and in their young life witnessed many strange happenings in Sydney. Perhaps it is not on record that Wm. Wilson brought from Norfolk Island some pine trees, which were planted on the land near that beauty (?) spot, the "Tin Can" corner of Phillip and Bridge streets, and a few transplanted to the Botanic Gardens.

I am, etc. JAS. A. WILSON

Vaucluse, Oct. 24.

The Arabs Farewell to His Horse

My beautiful, my beautiful that standest meekly by
With thy proudly arch'd and glossy neck and dark and fiery eye
Fret not to roam the desert now with all thy winded speed
I may not mount on thee again, thou art sold my Arab steed.
Fret not with that impatient hoof, snuff not the breezy wind -
The furthest that thou fliest now, so far am I behind.
The stranger hath thy bridle rein, thy master hath his gold
Fleet limbed and beautiful, farewell that art sold my steed, thou art sold.
Farewell, these free untired limbs full many a mile must roam
To reach the chill and wintry sky which cloud the strangers home
Some other hand, less fond, must now thy corn and bed prepare
The silky man I braided once, must be another's care.
The morning Sun shall dawn again but never more with me.
Shall I gallop through the desert paths where we were wont to be
Evening shall darken on the earth and o'er the sandy plain
Some other steed, with slower step shall bear me home again.
Yes, thou must go, the wild breeze, the brilliant Sun and Sky
Thy master's home, from all of these my exiled one must fly
Thy proud dark eye will grow less proud, thy step become less fleet
And vainly shall thou arch thy neck thy master's hand to meet
Only in sleep shall hear again that step so firm and light
And when I raise my dreaming arm to check or cheer thy speed
Then must I starting wake, to feel thou art sold my Arab steed.
Ah, rudely then unseen by me, some cruel hand may chide
Till foam wreaths lie, like crested waves along thy panting side,
And the rich blood that is in thee swell in thy indignant pain
Till careless eyes, which rest on thee, may count each started vein
Will they ill use thee - If I thought - but no it cannot be
Thou art so swift, yet easy curbed, so gentle, yet so free.
And yet, if haply when thou'rt gone, my lonely heart should yearn
Can the hand which cast thee from it, now command thee to return.
Return, alas, my Arab steed what shall thy master do
When thou who wert his all of joy hath vanished from his view
When the dim distance cheats mine eyes and through the gathering tears
Thy bright form for a moment like the false Mirage appears.
Slow and unmounted will I roam, with weary foot alone
Where with fleet step and joyous bound thou oft has borne me on.
And sitting down by that green well I'll pause and sadly think
It was here he bowed his glossy neck when last I saw him drink.
When last I saw him drink! Away, the fevered dream is o'er
I could not live a day, and know that we should meet no more
They tempted me, my beautiful for hunger's Power is strong
They tempted me, my beautiful but I have loved too long.
Who said that I'd given thee up, who said that thou wert sold
Tis false, tis false, my Arab Steed, I fling them back their gold.
Thus, thus, I leap upon thy back, and scour the distant Plains
Away who overtakes us now, shall claim thee for his Pains.

The Spanish Champion

The warrior bow'd his crested head and tamed his heart of fire
And sued the haughty King to free his long imprisoned Sire.
I bring the here my fortress Keys, I bring my captive train
I pledge my faith – my liege, my Lord, Oh break my father's chain.
Rise, rise, even now they Father comes a ransomed man this day,
Mount thy good steed, and thou and I will, meet him on the way.
Then lightly rose that loyal son, and bounded on his steed
And urged, as if with lance in hand, his chargers foaming speed
And lo, from far as on they pressed, they met a glittering band
With one that 'mid them stately rode like a leader in the land.
Now haste, Bernardo, haste, for there in very truth is he
The father – whom thy grateful heart hath yearned so long to see
His proud breast heaved, his dark eye flashed, his cheeks hue came and went
He reached that gray haired cheiftans side and there dismounting bent
Slowly knee to earth he bent, his father's hand he took
What was there in its touch that all his fiery spirit shook
That hand was cold, a frozen think, it dropped from his like lead
He looked up the the face above, the face was of the dead.
A plume waved o'er the noble brow, the brow was fixed and white
He met at last his father's eyes, but in them saw no Light.
Up from the ground he sprung, and gazed, but who can paint that gaze
They hushed their very hearts, who saw its haorror and amaze.
They might have chained him, as before that noble form he stood
For the power was stricken from his arms, and from his cheek the blood.
Father! At length her murmured low, and wept like children then –
Talk not of grief till thou hast seen the tears of warlike men.
He thought on all his glorious hopes, on all his high remown
Then flung the falchion from his side, and in the dust sat down
And covering with his steel gloved hands his darkly mournful brow ,
No more, there is no more, he said to left the Sword for now,
My King is false, my hope betrayed my father, Oh the worth
The glory and the loveliness, are past away to earth.
Up from the ground he sprung once more, and seized the Monarch's rein
Amid the pale and wildered looks of all the courtier train,
And with a fierce o'ermastering grasp the rearing warhorse led
And sternly set them face to face, the King before the dead.
Came I not here on they ;ledge, my fathers hand to kiss
Be still, and gaze thou on, false King and tell me what is this.
The look, the voice, the heart I sought give answer where are they
If thou would'st clear they perjured Soul, put life in this cold clay
Into those glassy eyes, put light, be still, keep down thine ire,
Bid those cold lips a blessing speak, this earth is not my sire,
Give me back him for whom I fought, for whom my blood was shed.
Thou cans't not, and, oh King, his blood be mountains on they head.
He loosed the rein, his slack hand fell upon the silent face,
He cast one long deep mournful glance, then fled from that sad place.
His after fate no more was heard amid the martial train,
His banner led the spears no more among the hills of Spain.

[Transcribed by Jaqueline Lamprecht for the State Library of New South Wales]