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JOURNAL

OF A VOYAGE FROM GREAT BRITAIN

TO

NEW SOUTH WALES

PER SHIP "ALFRED" 716 TONS

Captain J. T. E. FLINT

Late H.E.I.C.S.

1838.

Written by James Graham

1838

From Cupar Fife to Plymouth

Sept. 5.

Left Cupar Fife for Dundee, at 11 o'clock, in the forenoon. Had a very wet day. Sailed from Dundee for London, in the steamer "LONDON", Captain Ewing, at 3 p.m. She is a very fast sailing vessel, and beautifully fitted up. Experienced very stormy weather on the passage, every one very ill, and a large number of passengers on board.

*3rd m
Dundee
Capt Ewing
Fife to London*

Sept. 6.

A very fine morning, and day, but the sea not yet settled down from the storm of the previous evening. Occupied myself with reading all day.

Sept. 7.

Delightful morning. Rose about 7 o'clock, and entered the Thames about 10. Was surprised at the large number of vessels of the same class, sailing down the River, evidently Colliers, bound for Newcastle. About noon, the Captain kindly stopped the steamer to let me out, when I hired a small boat, and went on board the "ALFRED", at Gravesend, which was anchored about a mile down the River. She is a splendid looking vessel, but in a terrible confusion. Was very much pleased with my Cabin, which is both larger, and more airy, than I expected. I got my luggage safely stowed away. There are an immense number of Emigrants going out in this Ship. I made up my mind to join her at Plymouth, as I had not got any of my Cabin furniture, and she was to sail in

*T.N. m
alfred*

*Get
figures*

*F.N. m getting
cabin furniture*

1 8 3 8

Sept. 7.
(cont.)

*T. N. M.
Campbell*

the morning at 2 o'clock. Dined on board, and went on Shore with Mr. Lyon Campbell of Gravesend, where we joined the steamer "MERCURY" for London, a very quick boat, and crowded with passengers. Arrived in London about 10 o'clock, went and had tea with Mrs. Lyon Campbell, and then took up my quarters at the Green Park Hotel, 103 Piccadilly.

*F.N.M.
morning*

*F.N.M.
hot*

Sept. 8.

Breakfasted with Mr. and Mrs. Lyon Campbell. Mr. C. having a good deal of business to transact. I accompanied him, for the purpose of making a few purchases necessary for my Cabin, as well as also of taking the opportunity of seeing a little of London, which is certainly a most wonderful City, but I doubt much whether it is a place I should like to live in, accustomed as I have always been to the fresh air, and quietness of a healthy Country Town. Dined with Mr. and Mrs. Campbell, and returned to my Hotel. I was very kindly, and much pressed by an old friend of my Father, Capt. Moncrieff, of the Scots Fusileer Guards, to pay him a visit at Windsor, and go to the Royal Chapel next day, and see The Queen, but to my very great regret I was obliged to decline, as I should have very much liked to have seen our young Queen before leaving the Old Country. Was very much struck with

*F.N.M.
Moncrieff*

Sept. 8.
(cont.)

St. Paul's Cathedral, which is a grand and noble Building, far beyond any conception I had from what I had read of it.

Sept. 9.

Attended Service at St. James' Church. I intended to have gone to St. Paul's, but when I got there, I found I was too late. I found I was too late also for Westminster Abbey. I had a long walk in the afternoon, in Regent's Park, and Hyde Park.

*F.N.
Picture on
envelope*

Sept. 10.

I spent the day driving about London with Mr. and Mrs. Campbell, who still had a great many purchases to make.

out

Sept. 11.

Occupied in the same way. In the evening dined at Blackheath, with Mr. John Lambert of the Firm of Donaldson Lambert & Co., and returned to London at night.

*F.N. m D 67
Gr.*

Sept. 12.

Left London at 8 a.m. in the steamer "LONDON" for Plymouth. We had a delightful day. The "LONDON" is a very slow boat and very dirty and looked upon as the worst of the Line.

Sept. 13.

Passed the Isle of Wight early in the morning, the Sea as smooth as an Inland Lake.

out

Sept. 14.

Arrived at Plymouth, about 7 a.m., after a passage of 47 hours. Went on shore and took up my quarters at the Navy Hotel, the first one I saw, and which I

*F.N. m
Inland*

*? F.N. m
Very Hot*

Sept. 14
(cont.)

found very comfortable. Mr. Garden, a fellow passenger to New South Wales, with whom I got acquainted at Mr. Campbell's in London, and I clubbed together. It turned out a very wet day, which confined us a good deal to the Hotel, which was not at all agreeable. We amused ourselves for the most part in preparing hooks for fishing on the voyage out. Plymouth appears to be an exceedingly dirty town.

2 am up
Garden

Sept. 15. A very fine day. Mr. and Mrs. Campbell and family arrived from Portsmouth. I went on board the "ALFRED", lying about two miles out, and found her still in great confusion. Captain Flint and his wife were on board. I returned at 5 o'clock in the evening, accompanied by my friend, Mr. Robert Dawson, who dined with us. Mr. Dawson is my cabin mate. We met last month in Perth, when we arranged to be together.

2 am up
on Roub
Dawson

FROM PLYMOUTH TO SYDNEY

Sept. 16. We took our long farewell of English land this morning and took up our quarters on board the "ALFRED". With the help of my mate, Dawson, we soon got our cabin nicely arranged. As seen from our Ship's poop, the scenery about Plymouth looked very fine indeed, and the day fortunately assisted our

Sept. 16. X seeing it all very favorably. The breakwater is
(contd.) a noble piece of work, not quite finished yet as
there are a number of workmen still employed on it. The Light House, a most indispensable addition for
the safety of navigation, has yet to be erected,
but a commencement has been made. Captain and
Mrs. Flint and daughter, Sir Francis and Lady
Forbes, Mr. and Mrs. Lyon Campbell, and others
came on board to dinner. We all enjoyed a most
lovely evening on the Poop.

Sept. 17. After a very sound rest, for the first night on
board, I was awakened early in the morning by the
sailors singing as they were hoisting in a great
many casks of Water. They have been very busy,
for some days past, in taking in the livestock.
The Poop is almost covered over with coops, in
which there are an immense supply of Geese, Turkeys,
Ducks and Chickens. Between the Forecastle and
Main Mast, under the Long Boat, are stalls
occupied by Cows, Calves, and a very large supply
of Sheep and Pigs. The sides and stern of the ship
are lined with trusses of Hay. All in great bustle,
preparing to sail, which the Captain expected to be
able to do about 4 o'clock in the afternoon. The
wind was very much in our favor, and the Captain
most anxious to take advantage of it as he said it

Sent. 17
(cont.)

was worth £5 an hour to him. Dined at 2 o'clock, an hour earlier than usual, to admit of Mr. John Marshall, the Agent of the Ship, Captains Dawson and Treadwell and other friends coming to dinner and to see us off. We had some excellent speeches, proposing the healths of the Captain, the Doctor, Sir Francis Forbes, the Chief Justice of New South Wales, and Mr. Marshall, the Agent of the Ship. After dinner Mr. Marshall called the Emigrants together and gave them excellent advice, both as to their conduct on board, as well as to when they landed at their destination, particularly impressing upon them for the sake of the health of the whole ship great cleanliness during the voyage, after which he and his friends took leave of us all. We gave them three hearty cheers when they got into their boat, which they returned with equal enthusiasm. To me, a landsman, it was a most interesting scene, the heaving of the Anchor, and the unfurling of the Sails, the sailors went about the work with such alacrity, singing jolly songs, all the while. There is a Private Band on board, belonging to the Captain, consisting of nine Musicians, which played on the Poop during the operations of getting under weigh. About half past 6 o'clock, the Anchor was safe on board, and the ship began to move, the Band playing "Merrily, Merrily, goes the Barque", and "Rule

Sept. 17
(cont.)

"Britannia". She (soon got way on her and) scudded gaily before the breeze quickly passing the break-water, after which the Pilot left us. I retired to bed, about 10 o'clock, after casting back a long fond look at the English Shore, which I hope after a few years to touch again as I should not like to think that this would be the last view I should have of the dear Old Country, for the remembrance of Sweet Home shall ever hold the first place in my fond recollection.

Sept. 18

I rose early in great health, and spirits, but what a sight did I behold when I went out at the cuddy door, men, women and children lying about on the deck, in all directions, but I must draw a veil over the scene as it is too horrible to attempt to narrate. I only wonder how I kept well myself. We have a great number of children on board, so what with them and the animals and poultry, we have at times a grand medley of noises. The wind is still very favourable and we are going at the rate of 8 $\frac{1}{2}$ Knots an hour. We have a very nice party of Cabin passengers on board, sitting down twenty-three in number every day to dinner. There are three officers of the Ship, or as they are called on board, Lieutenants, as both Captain and Ship lately belonged to the Indian Navy. There are also six Midshipmen, a jolly froliking set of youngsters. The first

1838.

Sept. 18
(cont.)

and second Lieutenant dine daily with the passengers, and the Third Lieutenant and the Midshipmen, one daily turn about. Our dinners are most excellent, comprising all the dainties of the season---indeed, in my opinion, they are extravagantly so, particularly so with the dessert course. Abundance also of all kinds of Wine, Beer &c., and Champagne, three times a week. Breakfasts good also----Hot rolls every morning, which, at first, surprised me not a little. Attendance at table likewise very good. We keep early hours----Breakfast at 8, Lunch at 12, Dinner at 3, Tea at 6, and Supper at 9. Dinner hour is announced by the full Band playing "Roast Beef of Old England" while Fife and drum call us for other meals. The attendance at table is not as yet very regular, some having not got over their first introduction to sea life, but in a day or two, I hope all will be right. The ship's course to-day was S.W. by _____ and position at Noon Lat $48^{\circ} 50'$ W.

Long. 6.36 W.

Sept. 19

Wind still very favourable. Entered the well-known stormy Bay of Biscay about 8 a.m. and soon experienced a great change in the motion of the vessel, which began to pitch and roll very much, greatly to the disturbance and suffering of the sick, who still seem to be very numerous. Saw many vessels about.

1838.

Page 9.

Sept. 19
(cont.)

We are keeping the same course and going about the same rate of speed as yesterday. Should the wind keep in the same direction Capt. Flint expects that we shall be off Madeira on Sunday, the sixth day after our departure.

Position at Noon Lt. ~~46°~~ 35' N.
Long. 8.20' W.

Sept. 20

Wind unfortunately adverse and we are obliged to tack now and again, much to the vexation of all on board, as everyone is anxious to get out of this wretched Bay. The sea is also very rough, and our rate of speed reduced to 6 Knots an hour, and to make matters worse rain fell heavily in the afternoon, to the comfort of no one. Numerous flocks of Mother Carey's chickens about.

Position at Noon Lt. ~~44°~~ 32' N.
Long. 7.54' W.

Sept. 21

The wind changed about 4 o'clock this morning and we are once more in our right course again. The weather looked unsettled in the morning, but it turned out a very fine day. The generality of the passengers seem to be now better and enjoying the sunshine. Often in the early morning when I awake I fancy myself in the country again, from the unceasing crowing of cocks and cackling of geese, but that delusion is speedily knocked to pieces when I look out and see nothing but the "Wide unbounded Sea." Towards evening there was

1 8 3 8.

Sept. 21
(cont.)

a change of wind, which caused the ship to pitch and roll in a frightful manner, and it having come on suddenly the confusion caused thereby is not easy to describe. Men, women and children, and every thing loose on the deck or in the cabins rolling about from side to side. The scene in the cuddy, where we were at the time at dinner, was ludicrous in the extreme, ladies screaming, plates, dishes, with their contents, and glassware flying in every direction. Fortunately none of the passengers received any injury, with the exception of a young girl, who had one of her arms broken. The Band played on the poop in the evening. Owing to the weather, our rate of speed to-day was very slow, only $3\frac{1}{2}$ Knots an hour.

*FN on
cuddy*

Position at Noon: Lat. $44^{\circ} 33' N.$
Long. $9^{\circ} 8' W.$

Sept. 22

The change of wind last evening still continues right ahead. We are in sight of the coast of Spain. A ship that has been following us for the last two days still in sight astern. About 2 p.m. the wind again changed, and the sea became much calmer, which put the still seedy passengers in good spirits. For the first time since we left Plymouth, we utilized the Band to its legitimate purposes, dancing on the Quarter Deck, which all enjoyed very much.

Sum 22

Position at Noon: Lat. $43^{\circ} 49' N.$
Long. $8^{\circ} 32' W.$

1 8 3 8

Sept. 23

The wind again dead ahead, accompanied with very heavy rain. Instead of being off Madeira, as the Captain fully expected, we are not yet even in sight of it, nor have we rounded Cape Finisterre. There was no Church Service to-day, owing to the heavy rain, and rolling of the ship, but tho' there was not, any person could easily see that it was Sunday from the unusual quietness that reigned throughout all the ship, as well as from the well-dressed appearance of the people. About 2 o'clock, the wind again changed in our favor, but very light indeed, the ship going only about $1\frac{1}{2}$ Knots an hour. The change however enlivened all, particularly the Captain. For the first time flying fish were seen to-day, also a dolphin.

Position at Noon: Lat. $43^{\circ}.49$ N.
Long. $9^{\circ}.36$ W.

Sept. 24

Wind blowing much stronger and still favorable. We are progressing to-day at the rate of 7 Knots an hour, a great improvement on yesterday's speed. We rounded Cape Finisterre about 2 o'clock this morning. Towards evening the wind freshened up a good deal, sending us along about 10 or 11 Knots an hour. Music and dancing again in the evening.

Position at Noon: Lat. $42^{\circ}.22$ N.
Long 10.25 W.

Sept. 25

To the disgust of all, the wind dead ahead, accompanied

1 8 3 8

Sent. 25
(cont.)

with a great deal of rain. About noon it blew a strong gale from the N.E., but our Captain saw it coming and was prepared for it and took in all sails except the Main, Maintop, Five and Fivetop Sails. Towards evening the sea rose fearfully high, washing over the decks and in at the port holes, altho' they were tightly screwed in, and so setting all the sleeping cabins afloat. The ship rolled and pitched frightfully, being often on her beam ends, and tearing articles of every description from their lashings and rolling them about in every direction, along with passengers, to the danger of their lives, and throwing every thing into confusion. There were ropes fastened across the decks in every direction, for the passengers to hold on by, as we were flying along at the rate of 12 Knots an hour. About 11 p.m. we shot past a vessel, homeward bound, not more than 60 yards off. She was hove to, but we passed so quickly we could not speak to her. It was very squally all night, so much so that the whole crew were kept on duty and neither Captain nor any of the Officers were off the deck all the night. This is all hearsay however to me, as notwithstanding all the uproar and noise I slept as soundly as ever I did in my life, but I seem to have been the only person who had that good luck; indeed so singular did the fact appear that many of my fellow passengers noted it

Sent. 25
(cont.)

down in their journals. Nearly the whole of them were on deck all night, preferring to be there rather than in their beds, and those that ventured to try the latter course rose in the morning full of aches and pains and many worse off from serious bruises, being so much knocked about in their berths and frequently quite out of them. While daylight lasted, it was amusing to see not only passengers, but their chairs and a miscellaneous lot of articles rolling from side to side of the ship and the frantic efforts made to rescue their belongings, or in many cases to save themselves from falling, in both of which events they often hopelessly failed. One curious little adventure I may mention--- A gentleman who had already had the painful experience of several falls and being desirous to avoid any more, saw at last what he considered a safe asylum in the form of a large box, securely lashed to the deck, which he promptly took advantage of and seated himself smilingly on it, holding on well on both sides. He has not been seated there more than a few minutes when the ship gave a tremendous roll, which broke the lashings and sent the box off at a terrific rate to the other side of the ship, and back again it came, and so from side to side it went like a shuttlecock, varied occasionally when the ship pitched by a little voyage of discovery to the fore

1 8 3 8

Sept. 25
(cont.)

and aft parts of the deck, the poor unfortunate passenger afraid all the time to jump off for fear he should lose his balance and fall, and possibly have the heavy box roll over him, and so he firmly held on and got whirled about, to the intense amusement of the numerous lookers on, until at last he plucked up courage and jumped safely off. This is only one of the many of the amusing scenes that occurred on that eventful night; and as for those that took place at dinner time, it was no uncommon occurrence to see a Round of Beef, or a Leg of Mutton, flying into the laps of ladies or gentlemen, but oh, a York Ham was the one for passengers to fly from. We had a heavy loss in our live stock, no fewer than 78 head of poultry and one of the sheep having been drowned.

Position at Noon: Lat. 39°.51'. N
Long. 11.00'. W

Sept. 26

Wind very strong, but fortunately still in our favour, but the sea running much higher than it did last night, but it turned out a most delightful day, and it was a grand sight to watch the waves running mountains high. At noon we witnessed the melancholy ceremony of committing the remains of a child, 18 months old, to its watery grave. The body was placed on a grating at the gangway, covered by the Union Jack, and the funeral service was read by the

1 8 3 8

Sep. 26
(cont.)

Captain, and the responses by the Doctor, the Crew standing by, and the passengers around, while the big watch bell tolled forth its melancholy chimes. Towards evening the weather became very much more squally.

Position at Noon: Lat. $37^{\circ} 5' N.$
Long. $12.25 W.$

Sep. 27

Delightful morning, but thro' the day there were several showers. The sea having moderated a good deal, we had music and a good deal of dancing in the evening. About 6 p.m. we were in sight of Porto Santo, one of the Madeira Islands. I now begin to feel a great change in the temperature, every day growing warmer. Our course still S.W. by W.

Position at Noon: Lat. $34^{\circ} 17' N.$
Long. $14 19' W.$

Sep. 28

Delightful morning. Saw a Brig, bearing to the Westward. About noon the weather became very warm. At 1 p.m. sighted a vessel bearing down towards us, which raised great hopes that it was homeward bound, which would give us an opportunity of sending letters to England. About 2 p.m. we hoisted our Colors, which she answered, but she was at so great a distance we could not ascertain to which country she belonged. About 8 o'clock she neared us, when we found out she was an American. Our Captain ordered a boat to be lowered, the second Lieut. in charge, manned by four

*F.N. on
Landing*

1 8 3 8

Sept. 28
(cont.)

sailors, and accompanied by the Doctor, to go on board, and hear if she had any news to give us. A bag of letters was also sent, on the chance of their finding their way to England. On the return of the boat, the Officer reported that the vessel was an American Brig, the "PENNSYLVANIA", and that the Master had offered to take the letters and put them on board the first English vessel he met homeward bound and that if he did not meet with any that he would take them to Philadelphia and hand them over to the Post Office there, to which the Captain readily agreed. The band was then turned out, to give her a parting farewell, and as she passed close under our stern, struck up "Yankee Doodle". In the course of conversation with our Lieut, the Master of the Brig told him that he was a brother of the Master of the Brig, "BRAGANZA", of Philadelphia who had been cruelly murdered in a mutiny of his crew in July last on her voyage to Genoa. Some of our passengers had a providential escape with their lives, for as a number of them were standing looking over the side of the ship, watching the return of our boat from the Brig, the Maintop Studding sail boom suddenly smashed and came down on the deck with terrific force, within a few feet of where they were standing. Fortunately no one was touched---had it fallen closer to them the result most probably would have been very serious. Music and dancing as usual in the

1 8 3 8

Sept. 28
(cont.)

evening.

Position at Noon: Lat. $32^{\circ}.38'$ N.
Long. $15^{\circ}.2'$ W.

Sept. 29

Beautiful morning, with a strong fair breeze.

Another death of a child unfortunately occurred in the forenoon.

Position at Noon: Lat. $31^{\circ}.15'$ N.
Long. $15^{\circ}.59'$ W.

Sept. 30

Still fine fair breeze. Saw a Brig in the early morning, bearing in towards Teneriffe. At 7 a.m. the remains of the child that died yesterday were committed to the deep. At 10.15 we assembled on the Quarter deck for Divine Service. The Capstan, covered with the Union Jack, served as a Reading desk. The Captain read the Morning Service with the Doctor as Assistant, the Sailors standing all round, in front of the Capstan, and the passengers seated in the rear. On the Forecastle, a Roman Catholic Priest officiated to members of his persuasion. At noon we were in sight of the Island of Palma, which rises to a great height above the level of the sea. About 5 p.m. we were quite close to it, so close that we were able to clearly distinguish some houses on the land with the naked eye. When we got to the South of the Island, under shelter of the land, we unfortunately lost the breeze and became almost stationary. The evenings are

FN seems confirmed

James the Freeman

out

1 8 3 8

Sent. 30
(cont.)

now becoming most delightful, and it is no easy matter to tear oneself from the deck to the sleeping cabin. I certainly have enjoyed myself amazingly since I came on board, not having, for a single moment, felt uncomfortable in any way. Then we have such a nice set of passengers on board and everything around is so new and interesting to me. I now understand all about the masts, yards and sails of the ship and the different watches of the crew, and so I know a little of what is going on. To sum up, I am as jolly and happy as possible.

Position at Noon: Lat. 29° 26' N.
Long. 17° 49' W.

Oct. 1.

About 2 o'clock A.M. a strong wind sprung up, accompanied with heavy squalls, but about 5 o'clock it settled into a steady breeze in our favor. At 8 o'clock we came in sight of Ferro, one of the Canary group of Islands, showing a very rock bound coast, and inland high and lofty peaks. About noon a sail appeared in sight, of rather a suspicious appearance. Our Captain described her either as a Pirate or a Slaver. As she neared us, we hoisted the British Flag, which she answered with the Spanish. She passed across our bows, and we then could distinctly recognise that she was a Slaver, from the immense numbers of Blacks crowded on her deck, in fact, there

Oct. 1.
(cont.)

scarcely appeared to be room to turn about in. She had every inch of canvas set and she was bowling along at a very rapid rate. Capt. Flint was very anxious to meet in with a Man of War, to report her. Music and dancing in the evening, which the Emigrants appear to enjoy as much as we do, who cheer and clap their hands whenever they see reason to approve of any dancers' performance. *simy*

Position at Noon: Lat. $27^{\circ} 27'$ N.
Long. $18^{\circ} 22'$ W.

Oct. 2.

A lovely morning, and in the evening, particularly bright moonlight, with a brilliant halo around the moon. The colour of the sky before the sunsets is really beautiful, very different from what is generally seen in the Old Country. Nothing particular occurred during the day. We are endeavouring to get up some private theatricals on board, and I think we shall succeed. Music and dancing as usual.

Position at Noon: Lat. $25^{\circ} 18'$ N.
Long $18^{\circ} 38'$ W.
Thermometer 76 in the shade.

Oct. 3.

A very warm morning. I have now taken to my light clothing and find white jackets most comfortable in these Latitudes, in fact I do not know what I could have done without them. We feel the heat also very much during the night, and find a single sheet often more than sufficient for a covering. The heat has also brought out the cockroaches in hundreds. Some of them

Oct. 3.
(cont.)

are very large, and run very quickly. Being somewhat of a sporting turn of mind, as soon as we light our candle, and before we turn in, I frequently bring in a couple of cats, and then there is great fun. Both Dawson and I do all we can to keep the Cockroaches down, as they are most destructive to clothes, and boots and shoes. We saw immense shoals of flying fish and dolphins to-day, which stirred us up to make all necessary preparations for fishing. The bait we are about to use for Dolphins and Albacoves is an imitation of a flying fish, made out of a wax candle and feathers. By the evening we had ten lines floating astern.

Position at Noon: Lat. $23^{\circ}.26'$ N.
Long. $18^{\circ}.49'$ W.
Ther: 77° in the shade.

Oct. 4.

About 5 o'clock in the morning went on the Quarter deck and had a grand shower bath of 10 or 12 buckets from the dark blue sea thrown over me. Oh it was delightful and the greatest luxury possible. The result from our fishing lines laid down last night was not very successful, having caught only Albicore. We got up an amusement in the way of shooting at a bottle, hung from the end of the fore studding sail boom, but the old Captain, being awakened by the noise, from a sound sleep he was enjoying, was on the deck in a moment in a great passion and quickly put a stop to it,

1 8 3 8

Oct. 4.
(cont.)

which after cooling down I thought very proper too, considering the number of people moving about the deck in every direction. The two land swallows have now followed the ship for about a fortnight, resting in the rigging during the night. The wind has now nearly died away, leaving us almost becalmed. Music and dancing, as usual, every night - very warm work now.

Position at noon: Lat. $21^{\circ}58' N.$
Long. $19^{\circ}10' W.$

Oct. 5.

I enjoyed my shower bath this morning at 5 o'clock. Another child died this morning and was buried at 5 o'clock in the afternoon. Still great shoals of Albicore, binitares and flying fish visible in every direction. Also a large whale in the distance, spouting up water to a great height. In the way of fishing only one Dolphin and a Binitar caught. Managed to hook a very large Albicore in the evening and was using all my strength to pull him in, when the line, which was a very thick one, broke in the struggle, and it got off with the greater part of the line. This was considered a great loss as the fish is very nice eating, and considered a great treat at dinner. At night the sea seemed like a great sheet of fire from the sparkling of the phosphoric particles.

Position at Noon: Lat. $20^{\circ}37' N.$
Long. $19^{\circ}23' W.$

Oct. 6.

Strong breeze from the N.E., which was a very grateful change to all. The first shark we have yet seen was

1 8 3 8

Oct. 6
(cont)

close alongside the ship this morning, no doubt attracted by the body of a dead calf thrown overboard. A beautiful dove lighted, this forenoon, on the main studding sail boom, apparently very wearied, and remained about the ship all day.

Position at Noon: Lat. 18°.36' N.
Long. 19°.24' W.

Ther: in the Shade 78°

Oct. 7

Very warm morning. The thermometer yesterday evening, between decks, with all the hatchways and portholes open, rose to upwards of 90°. We had Divine Service, on the quarter deck, at 10.15 a.m. In the dark of the evening, the phosphorus glittering on the surface of the sea was most beautifully bright. About 10 p.m., a rather disagreeable occurrence took place, arising from a strict regulation of the Captain that all the Female Emigrants on board shall retire to their sleeping accommodation at 10 o'clock. For some evenings previous, there was great difficulty experienced in persuading them to go below, but this evening some positively refused to do so, complaining of the great heat, which rendered it impossible for them to remain below. In this they were supported by the Men. After a good deal of remonstrance, with both the Women and the Men, to no effect, the Captain determined to make an example, which he did by seizing a Man, who was very loud and noisy in expressing his determination that neither his wife nor his daughter

Oct. 7
(cont.)

should go below, and immediately had him put in irons. An attempt was at once made to release him, but which utterly failed. The men then pressed forward, making innumerable complaints, such as that their sleeping apartment was inconveniently incommoded with luggage, that they did not get their due allowance of water, that it was nearly all bone that they got, instead of Meat, and soon, evidently evincing a determination to create a disturbance, seeing which the Captain at once ordered the armchest to be opened, and immediately armed his crew and such of the gentlemen passengers as volunteered their services, with cutlasses and bayonets. He then once more gave orders that all, both men and women should go below. Some immediately complied, but others refused. Then orders were given to the crew and volunteers to "Charge", and the issue was that all were compelled to go below, after four of the ringleaders had been seized and clapped in irons. It was evidently a contracted conspiracy, as three of the most outrageous of the prisoners had not a single Female relative on board, and therefore had no call whatever to interfere in the matter. Before the order to "Charge" had been given a rather laughable incident took place. Our Captain, his head bare and his grey locks shining in the bright moonlight, was standing leaning on the Capstan with a drawn sword in his hand, when two diminutive creatures, who we afterwards learned were

Oct. 17
(contd.)

tailors, came forward, with a long string of complaints. The Captain quietly informed them that such a late hour at night was not a proper time to make such complaints, and if they would come to him in the morning he would see what he could do to redress their grievances. Instead of being grateful to him for what he had promised to, they threw themselves into a fighting attitude, declaring that they would not leave the spot until measures were adopted to make them more comfortable. This was too much for the Captain, who at once ordered them to go below, instead of that, however, they advanced, as if to attack the Captain, when one was immediately seized, seeing which the other bolted, and huddled into bed. At the time this occurred, I was standing beside the 1st and 3rd Lieutenants, who immediately started after the runaway, calling upon me to "come on", which I most delightedly did. After we got below, we were not long in finding the fellow, pulling him out of bed, in spite of all the threats of his shipmates, and placing him in irons. All the prisoners were lodged between decks, and were well guarded. With the exception of a few knocks and bruises I got very well out of the affair. It was certainly great fun, and very exciting for the time it lasted. After the watches were all set, I went below, and turned in. The heat was almost insufferable.

*James
and I
dinner
here.*

Position at Noon: Lat. $16^{\circ}17'$ N.

Long. $19^{\circ}24'$ W.

Ther: 83° in the shade

1838

Oct. 8.

At 8 o'clock this morning the prisoners were released, after being severely reprimanded before all the passengers and crew, and assured that if they again offended they would be put and kept in irons for the remainder of the voyage. They seemed very much astonished at getting off so easily. Busy preparations going on all day in the expectation of another affray in the evening, guns and pistols were loaded &c. &c. About noon a large shark was seen at the stern. We at once baited a hook with a piece of pork, which it followed and swam about in a very cautious way as their custom is, darting occasionally at the bait when it moved. After waiting a short time and thinking that perhaps it was not sufficiently tempting, we let down another hook with a larger piece of Pork. This was too much for him, for he greedily seized it, and was immediately hooked. We towed it to the bow of the ship, hauled it in and lost no time in cutting it up. It measured $7\frac{1}{2}$ feet in length. In the evening we caught another, 7 feet long, which afforded fine play. The attachment of the pilot fish to the Shark is most remarkable; in all the shark's struggles, the pilot fish never left them and we very nearly caught one as it jumped after the shark when it was pulled out of the water, but it did not leave and remained as long as it had the shark in sight and then disappeared to find another love. Orders were issued early in the morning

1838

Oct. 8
(cont.)

for the seizure of all firearms in the possession of the Emigrants, the result of which was that a great number was secured. To be quickly prepared for any disturbance, two dozen of loaded pistols, with an equal number of cutlasses, were placed in the first Lieutenant's cabin, adjoining the Cuddy, and the first class male passengers were recommended to also carry their own pistols about them, and to give them a little practice in shooting, the Captain gave permission for a target to be towed astern. Music and dancing, as usual, in the evening. At 10 o'clock the Women all retired quietly to their sleeping apartment and there was no disturbance....Altho' it was feared there would be, as many of the Emigrants had been noticed, all day, cleaning and loading their firearms, as if preparing for a disturbance at night, when the women would be ordered below, but, owing to the great vigilance of the officers, and aided I am glad to say by the Roman Catholic Priest, most of the arms were quietly secured. I really am not surprised at the unwillingness of the women to go below as the sleeping apartment is very crowded and the heat is very great. Altogether we have 353 souls on board.

Position at Noon: Lat. $14^{\circ}.23'$ N.
Long. $19^{\circ}.30'$ W.
Ther: 87° in the Shade.

Oct. 9.

All the morning almost becalmed. About 9 a.m. a slight

1 8 3 8.

Oct. 9.
(cont.)

breeze sprung up, in our favor, which moved us on a little. The heat was very oppressive all thro' the day. I never knew what heat was before, but, notwithstanding that, enjoyed a jolly dance in the evening - anything for exercise. The early morning is the pleasantest part of the day. I rise regularly at 5 o'clock, and have my bath, and splashing about the decks as they are being washed until 7. Still active preparations going on, so as to be fully prepared in the event of any further disturbance being attempted.

Position at Noon: Lat. 13.44 N.
Long. 19.48 W.
Ther: 86 in the shade.

Oct. 10.

Very fine morning but scarcely a breath of wind. About noon, there came around the ship an immense number of porpoises and sharks, of the latter of which a great many were shot. For the first time I put on to-day my silk suit of clothes, which I found most cool and comfortable. Except at meals, I find it impossible to wear either vest or neck-tie. I wish I could only throw off some more. I had the satisfaction to-day of giving great pleasure to two of the sailors, who had been helping me with my fishing lines and bait. I took them down quietly to my Cabin, and, for the first time, opened one of the bottles of the grand old Scotch Whisky that my Father gave me before I left. Of course both declared that in all their travels, they had never tasted such grand

1838.

Oct. 10.
(cont.)

"stuff" before. They looked too, as if they thoroughly enjoyed it.

Position at Noon: Lat. $12^{\circ}54'$ N.
Long. $19^{\circ}42'$ W.
Ther: 87° in the shade
 110° when dipped in the Sea.

Oct. 11.

Light breeze in the morning which died away at Noon. Nothing particular occurred during the day. The heat was so oppressive, we were unable to do anything, but moon about, or read, or write, but in the evening we had music and dancing as usual.

Position at Noon: Lat. $11^{\circ}46'$ N.
Long. $19^{\circ}52'$ W.
Ther: 85° in the shade.

Oct. 12.

Another scorching day with the slightest possible degree of breeze. Towards evening however freshened a little, and continued so all night. After sunset there was a very vivid lightning all round.

Position at Noon: Lat. $11^{\circ}2'$ N.
Long $19^{\circ}51'$ W.
Ther: $84\frac{1}{2}^{\circ}$ in the shade.

Oct. 13.

Slight breeze all the forenoon, but in the afternoon, about 5 p.m., there came on a most terrific squall, accompanied with thunder, lightning and rain, which struck the ship on the Larboard side, but Captain Flint, with his usual thoughtful attention and careful observation, foresaw what was coming and was prepared for it. Innumerable sails were quickly taken off the ship, to accomplish which the ordering of the Officers, the

1838.

Oct. 13.
(cont.)

singing of the Sailors at their work, the occasional oaths when the Emigrants came in the way, and the screaming of the women, baffle all description. The rain fell in torrents, which helped to clear the decks and leave room for the sailors to work the ship. The squall lasted about an hour and a half, sufficiently long to put a stop to our dancing in the evening. It was very amusing to see the various schemes and devices of the Emigrants, both Male and Female, to catch the rain, for fresh water is a precious commodity on board ship.

Position at Noon: Lat: 10° 15' N.
Ther: 83.4° Long: 19° 38' W.

Oct. 14.

There was another heavy squall about 8 o'clock this morning, which cooled the air a little. Divine Service was held in the Cuddy to-day, as it was not considered prudent to hold it on Deck, owing to the very sudden way in which the squalls came on.

Position at Noon: Lat: 9° 57' N.
Long: 19° 58' W.
Ther: 84° in the shade.

Oct. 15.

During the night, as I was told in the morning, there was another heavy squall, which settled down however into a steady breeze but unfortunately not in our favor. Our due course ought to be S.S.W., whereas we are travelling W.N.W. But our course throughout the day was frequently altered, as we had heavy squalls from

1838.

Oct. 15.
(cont.)

almost every quarter, accompanied with very heavy rain. In the evening however after many changes we got settled down, once more in our proper course S.S.W. About 6 p.m. a very large Water Spout was seen in the N.W., and in about half an hour afterwards, another in the N.E. They were both very large ones, and of course great wonders to all Landsmen on board. They were very clearly visible, altho' about 5 miles distant, but which at sea is considered near.

Position at Noon: Lat. $9^{\circ}.17'$ N.
Long. $20^{\circ}.16'$ W.
Ther: 82° in the shade.

Oct. 16.

Very stormy and rainy all through the night, which our Captain was afraid would settle down in a heavy gale, which, as he says, is a very serious affair in these latitudes. All the forenoon it rained in torrents. During the day, a most uncommon occurrence, there were seen two sails in the distance, both evidently outward bound. Owing to light, unsteady, and changeable winds, our course varied very much.

Position at Noon: Lat. $8^{\circ}.22'$ N.
Long. $19^{\circ}.38'$ W.
Ther. $78\frac{1}{2}$ in the shade.

Oct. 17.

The two vessels in sight. Still astern. Very heavy rain during the forenoon, with scarcely any breeze. About 11 a.m., one of the vessels neared us, when we spoke her. She turned out to be a transport ship, the "MARION", with troops on board bound to Bengal,

1838.

Oct. 17.
(cont.)

but to call, en route, at the Cape of Good Hope. About 5 p.m., she was abreast of us, when we had a good deal of conversation with her, of course all by signals. Capt. Flint requested her to report us to Lloyd's Agent, at the Cape, as having spoken us, and that we had reported "All well", which he replied to in the affirmative. In a couple of hours afterwards, she had passed us, much to the mortification of our Captain, who did not like to see his vessel beaten. Another vessel appeared astern during the afternoon. A strong healthy child died this forenoon. The Doctor has a very busy time of it at present, as a very large number are on his sick list, among whom is the third Lieut., who is very dangerously ill with fever, and so very low in strength, that he has lost all hopes of himself poor fellow. The evening was most delightful, bright moonlight, and the three ships, in sight, with all sails set, added beauty to the scenery. No dancing this evening, owing to the number of sick on board.

Position at Noon: Lat. 8° 13' N.
 Long. 19° 28' W.
Ther: 80° in the shade.

Oct. 18.

A dead calm. At 7 in the morning, the child that died yesterday was buried. The three vessels still in sight, in the same position as ourselves, only moving to the very slight swell of the sea. A large number of Finbacks and Grampuses playing about the ship all day. In the evening we caught a shark 9 feet long. At dark, an immense number of them were about the ship, attributed by the sailors to

1 8 3 8

Oct. 18
(cont.)

the number of sick on board, as the sharks can, as the sailors say, smell the disease from afar. In the evening, as I was sitting reading in my Cabin, I was startled by an apparent great excitement on board, and immediately went up on deck to find out what was the occasion of it, when I really saw a most gorgeous sight, a tropical sunset, which certainly was most magnificent. There was not a ripple on the sea, and the clouds, on the horizon, seemed so many rocks of various colours. No one that has not seen a sunset in tropical latitudes, can form any conception of the glory of the whole scene, and the same also may be said of the sunrise. The ship has been her own Mistress all day veering round and round, but making no progress whatever towards taking us out of this dreadful heat. The Thermometer during dinner in the Cuddy stood at $86\frac{1}{2}^{\circ}$.

Position at Noon: Lat. $8^{\circ} 4' N.$
 Long. $18^{\circ} 59' W.$

Ther: $81\frac{1}{2}$ in the shade.

Oct. 19

Still a dead calm. Not a breath of breeze all night. A number of Dolphins playing all round the vessel in the early morning, looking very pretty in the dark blue water. One of the women died this morning and was buried at 4 in the afternoon, the funeral service, on this occasion, being performed by the Roman Catholic priest, the deceased belonging to that persuasion. On

*F.N.M.
Jms*

1 8 3 8Oct. 19
(cont.)

calculating at Noon to-day, the distance the ship had moved since Noon yesterday, it was found, that owing to the currents and no wind to keep any way on the vessel, we had gone back the whole distance we had made during the two previous days. At night the phosphoric glittering on the sea was most beautifully clear and bright. About 9 p.m., a light breeze sprung up, unfortunately ahead, but it helped to cool the air a little. out

Position at Noon: Lat. $8^{\circ}22'$ N.
Long. $18^{\circ}46'$ W.

Ther: $83\frac{1}{2}$ in the shade

Oct. 20

Again a dead calm. Only one vessel in sight this morning which displayed French colors in reply to ours. The doctor's list of the sick still presents a long melancholy number. Oh! if we only could get a good rattling breeze to carry us out of these deadly latitudes. The position of the Chart shows that we now are nearly opposite to Sierra Leone, which must be truly described as "The White Man's Grave." There are an immense number of Sharks prowling about the ship all day. We have now got tired of catching them, and have taken to shooting, for a change. Two were shot to-day, and no sooner did they show symptoms of death, than they were seized, torn to pieces, and devoured by their Mates, such is the greedy nature of the detestable brutes. It is with most painful feelings, deeper than can be described, that we witness the "committing" of the body of a fellow human being to F.N.M.
found this

1 8 3 8

Oct. 20
(cont.)

the deep. We have made no progress on our direct voyage since yesterday, but the contrary, as will be seen by the Latitude and Longitude of to-day.

Position at Noon: Lat. $8^{\circ}.19'$ N.
Long. $18^{\circ}.17'$ W.
Ther: 82° in the shade.

Oct. 21

At 1 o'clock this morning our third Lieutenant breathed his last to the great grief of all on board, as he was universally liked, not only by his brother officers and men, but also by Saloon Passengers and Emigrants. He had been all his life very healthy, this in fact being the only illness he ever had. About ten days ago, he had a bad inflammatory attack, which he paid but little attention to, never even mentioning it to the Doctor, but kept on strictly attending to his duty. One boisterous night all hands were turned out to reef top-sails, when of course he went, as in duty bound, got soaking wet, and when he returned to his Cabin, he was so exhausted that he threw himself down on his bed, and fell asleep in his wet clothes, which brought on a very bad fever, under which he gradually sunk. For 6 or 7 hours before he died, he was painfully delirious, and his Cabin being only two doors from mine, it was dreadful to hear him thro' the weary hours of night, in the state he was in, poor fellow. At one time, he was raging mad, and became so furious that four sailors were constantly kept in his Cabin to try and hold him down on his bed. So bad did he become that more than

Oct. 21
(cont.)

once he nearly strangled himself in his struggles to get free, and then it became imperative to put a straight jacket on him, but he expired, just as the Doctor and sail master had got it fastened. About 5 hours after he died, decomposition set in, and proceeded so rapidly he had to be buried at 10 o'clock, when nearly every one, except those on the sick list, was present, all the cabin passengers both Ladies and Gentlemen attired in black. As the body was lowered to its last resting place, many were the tears that were shed, both by the Ladies and Women present, and many no doubt was the thought that passed thro the minds of those present, of the shock the news of his death would inflict on his Parents at Home, whom he had left in health and strength, to be cut off in the prime of life, so far from them. His parents live near Bath, of which City, his Father has been three times Mayor. His death has caused a great gloom through all the ship, reminding every one of the uncertainty of life, as he was one of the healthiest and strongest of all on board. We are still in a dead calm---not a breath of wind. Divine Service was held on the Quarter Deck at 1030. Fortunately, there was a heavy shower in the evening, which helped to cool the air a little. During dinner the Thermometer stood at 88°.

FN
get
name

out

Position at Noon: Lat. 8°.19' N.
Long. 18° 52' W.
Ther: 85° in the shade.

1838Oct. 22

Still becalmed. About 2 p.m. a heavy squall came on, which put us all in good spirits, for we have now been more than a week in this dead calm, and we are glad of any breeze, even altho' it may not be in our favor. The squall lasted for two hours, and then the Wind died away, leaving us again becalmed. We had a good deal of dancing in the evening, as both the Captain and Doctor are anxious to keep the passengers' minds occupied, while this sickness is on board, as well as their legs exercised in dancing.

Position at Noon: Lat. 8.13' N.
Long. 17.44' W.
Ther: 84° in the shade

Oct. 23

About 3 o'clock this morning, a breeze sprung up from the S.W., which altho' right ahead was very acceptable. Anything but a dead calm. About 7 o'clock the rain began to fall in torrents, and continued to do so all day, but unfortunately the wind died away. We are now out of Lat. 8°, in which we have been ever since the 16th inst. The two land swallows which I previously mentioned as following the ship, are now quite tame, thro' hunger and thirst, but especially the latter, they will go anywhere thro' the ship for a drop of fresh water. Another child died this forenoon and was buried at 5 in the afternoon. About 11 p.m. there came on a strong squall from the S.W., which lasted several hours. The weather has been much cooler today than it has been for

1 8 3 8

Oct. 23
(cont.)

some time past.

Position at Noon: Lat. $7^{\circ}.41'$ N.
Long. $17^{\circ}.28'$ W.

Ther: $76\frac{1}{2}$ in the shade.

Oct. 24

Very squally during the night, but towards daylight it settled into a steady breeze from the S.W., right ahead. We are again in sight of 3 ships supposed to be the same as those seen a few days ago, but which have been drifting about like ourselves.

Position at Noon: Lat. $7^{\circ}.30'$ N.
Long. $16^{\circ}.44'$ W.

Ther: 81° in the shade.

Oct. 25

About 5 o'clock this morning, spoke to one of the vessels that have been our neighbours for some days. She proved to be the "LADY ROWENNA", bound from Liverpool to Bombay. There appeared a stranger, a good way astern, but no sooner did she appear to notice a vessel of so large a build as ours, than she at once put about, which caused Capt. Flint to surmise that she was a Slaver. During the afternoon, two very pretty birds, called Fly Catchers, came on board, and were easily caught. They have got beautiful red plumage all along the back and wings----the neck, and head on which there is a large tuft and the tip of the wings are of a dark slate color. In the evening, which was one of the loveliest we have had, we had a great many amusements, dancing, masquerading and gymnastics of all kinds, which were all gone into with great spirit, even our venerable old Captain lent

1838Oct. 25
(cont.)

his aid, dancing a Scotch reel as lightly as the youngest of us all. I had the honor of being his partner in the reel, and when we danced the music down, thunders of applause from all classes of the lookers on were heard, which gratified the Old Chap very much. The representation of an Old Man, and his Donkey, to the tune of "All round my Hat", was excellently carried out, the part of the donkey being acted by two sailors, stern to stern, with a rug thrown over, and hampers hung on them. About 10 o'clock, the wind changed suddenly, and we had to put about, on the other tack, all hands lending their aid to bring the ship round. I am quite accustomed now to all this work, and my hands are as hard as nails, equal to almost any of the sailors on board. We had a regular race to-day with the "LADY ROWENNA", and beat her hollow. When she saw that she had no chance with us, she quietly put about on the opposite tack. At times we were very close together, so close as to be able to verbally talk to the Officers and passengers.

Position at Noon: Lat. $7^{\circ} 7' N.$
Long. $16^{\circ} 19' W.$
Ther: 82° in the shade.

Oct. 26

A fine steady breeze from the S.W., which towards evening freshened a little, and sent us along at the rate of about 6 knots an hour. Nothing particular occurred during the day, and in the evening we had a repetition of the amusements of the previous one.

1838

Oct. 26
(cont.)

Position at Noon: Lat. $6^{\circ}.22'$ N.
Long. $16^{\circ}.19'$ W.
Ther: 82° in the shade.

Oct. 27

Very squally during the night accompanied with a great deal of rain, but about 5 o'clock in the morning it settled down and blew steadily from the S.W., and continued so all day. In the evening, we had a good deal of dancing and fun of all sorts. After supper we had a number of excellent songs, as the Captain had issued an order that every one of the passengers must either sing a song or drink a glass of Sea Water, so the most of them preferred the former alternative.

Position at Noon: Lat. $4^{\circ}.43'$ N.
Long. $13^{\circ}.45'$ W.
Ther: 80° in the shade.

Oct. 28

Still blowing fresh from the S.W. We had prayers on the Quarter Deck at 10.30. In the evening a young child, which had been ailing for some time, died, Course varying all day from S.S.E. to S.E. by E.

Position at Noon: Lat. $4^{\circ}.43'$ N.
Long. $13^{\circ}.45'$ W.
Ther: 80° in the Shade.

Oct. 29

Wind still in the same direction. Another child died this morning, which, with the one that died last night, were both buried at 11 a.m. Weather squally in the afternoon, coming from all quarters, and causing many changes in the course of the vessel. "All hands about Ship" were the continual order of the day. There was a vessel in sight from the Masthead, outward bound.

Oct. 29
(cont.)

Position at Noon: Lat. $4^{\circ}00'$ N.
Long $12^{\circ}1'$ W.
Ther: 78° in the shade

Oct. 30

Wind still from the S.W., which is very provoking, as that is the very quarter in which we ought to be steering. We are at present too far to the East, and bearing down on the Coast of Africa. This morning there was a little stranger added to our number. Both Mother and Child doing well.

Position at Noon: Lat. $3^{\circ}40'$ N.
Long. $10^{\circ}36'$ W.
Ther: $79\frac{1}{2}$ in the shade.

Oct. 31

Still no change of Wind. During the afternoon, we had a heavy squall from a little westward of S.W., which lasted only about an hour. In the evening, we did not forget to do honor to "Hallowe'en", in the shape of a variety of amusements, which vividly brought to memory all our Old Folks at Home.

Position at Noon: Lat.. $3^{\circ}16'$ N.
Long. $8^{\circ}56'$ W.
Ther: 80° in the shade.

Nov. 1

This morning the Wind changed a little to the South, which enabled us to get a little nearer to our true course. Another child died this morning, and was buried at 5 p.m.

Position at Noon: Lat. $2^{\circ}40'$ N.
Long. $7^{\circ}46'$ W.
Ther: $79\frac{1}{2}$ in the shade.

Nov. 2

About 5 o'clock this morning the Captain ordered to put the ship about, so as to get on the other tack, and

Nov. 2
(cont.)

during the afternoon the wind improved a little, and we got on a S.S.E. course, keeping to the South as much as possible. The sunset this evening was truly glorious.

Position at Noon: Lat. 2.24' N.
Long. 9.22' W.
Ther. 78 $\frac{1}{2}$ in the Shade.

Nov. 3

Still keeping on a S.S.E. course. Towards evening the wind died away very much. About 7 p.m. the man on the lookout, close to the Jib Boom, startled all the passengers by singing out "A boat on the lee bow", and immediately afterwards, the private secretary of His Imperial Majesty King Neptune, a most fantastically dressed individual appeared on deck, and after the usual questions-----"What Ship is this"? "Where do you come from"? and "Whither bound"? were all duly and categorically answered, he advanced to the Captain, and after delivering a Royally got up packet to him in the most solemn and correct style he wished us all, "Good night", and immediately thereafter, the Royal barge, of the Venerable King, glided past our ship in a blaze of light. The "Royal Barge" it may be mentioned was a large barrell filled with tar, and shavings all in flame, and which was afterwards seen many a mile astern. The packet delivered to the Captain contained a letter, written from "Green Sea Palace", intimating that His Imperial Majesty "Neptune", King of the Seas, would, on Mondaynext, at 9 o'clock a.m. visit the Good Ship "ALFRED", which was now approaching

Nov. 3
(cont.)

his dominions, for the purpose of presenting the numerous strangers on board, with the inefable boon of the glorious freedom, and liberty, enjoyed by all the Subjects of his extended Dominions, and so ended the first day of, to some, the most anxiously feared introduction to King Neptune.

Position at Noon: Lat. $1^{\circ}42'$ N.
 Long. $6^{\circ}31'$ W.
Ther: 79 in the Shade.

Nov. 4

Very little wind to-day. Almost a calm. There were an immense number of Sharks about the ship all the forenoon. They were by far the largest we have yet seen. All the Swallows and Mother Carey's chickens, that used to be about the Ship, have now quite disappeared.

Position at Noon: Lat. $1^{\circ}23'$ N.
 Long. $5^{\circ}29'$ W.
Ther: 80 in the Shade.

Nov. 5

About 4 o'clock this morning we were obliged to put about again on a W.N.W. course, but the wind became more favourable at 7 a.m., and we were able once more to get on a S.S.W. course. Great preparations going on all morning to celebrate the arrival of King Neptune. On a pole, fastened to the Main Mast, was a signboard on which was painted the following announcement :

"Monsieur Tonsor"

"Perruquier de Paris"

showing that we are about to have a fashionable French shave. The Captain had issued strict orders that no person whatever was to be shaved, contrary to his wish, but

1 8 3 8

Nov. 5
(cont.)

that all who did not intend to enter into the spirit of the ceremony must keep out of the way and confine themselves to the Refuge provided on the Poop for the Ladies, and female passengers of the Ship, but, with the exception of Sir Francis Forbes, and one or two elderly Gentlemen, all the Landsmen were resolved to take part in the fun. My Court dress consisted of a Blue Shirt, pair of White trousers, and stockingless feet. At 10 a.m. a grand flourish of trumpets announced the approach of His Majesty. A long procession of Tritons formed the advance guard, and then came the Royal car on which were seated His Majesty, accompanied by His Royal Consort, Aphitrite, and child. The Royal Car consisted of a large Box, placed on a Gun carriage, gaily decorated with flags, and drawn by six Tritons. Behind the carriage came the King's barber, armed with three formidable razors, made out of old hoop iron, one, jagged like a rough saw, another less rough, and the other quite smooth. Next came the Barber's two Assistants, carrying the shaving brushes, and a large pot filled with grease, tar, &c. [Next came His Majesty's Doctor, a very pompous, formidable looking personage, accompanied by six assistants each carrying a large bottle of Medicine, full of all sorts of disagreeable looking materials. Next came His Majesty's pet Bear, with his Leader, and the procession closed with another body of Tritons two deep. The whole affair was of the most grotesque character imaginable.

1 8 3 8Nov. 5
(cont.)

The upper part of the bodies of the figures was generally naked, and smeared over with paints of various colours, tar &c., while round their heads were wet "Swabs", plentifully sprinkled with flour. [The Boatswain of the Ship, a tall fine looking Man, personated the character of Neptune, and on his head was a large iron Crown, and in his hand he held his Trident. The procession, preceded by the Band, slowly advanced towards the Quarter Deck, where they were received by the Captain and his officers, all in full uniform, and after drinking a glass of grog, which was supplied to all, they proceeded to the place prepared for His Majesty's Levee. [On a raised platform on which a Throne was erected sat His Majesty, attended by His barber, and his assistants, and behind them was a large Sail, filled with water, in which Bruin the bear was enjoying himself with all sorts of gambols, and attended by his Keeper. The Captain had given, to the proper authorities, a list of the Saloon passengers that were desirous of being presented at the Levee. The first name called was The Hon/ble Richard Gilbert Talbot, a scion of the old and well known member of the Peerage, "Talbot de Malalride." [What took place, with him, I cannot say, as I was away at the time arming myself with the necessary missiles to join in the fun afterwards. My name was the second called out and two Constables rushed at me, as I was coming back and after blindfolding me, with a handkerchief, led me forward to whatever might be my fate. By the direction my guides were taking, I knew I was

1838Nov. 5
(cont.)

approaching the platform occupied by His Majesty. I was very quickly informed that before being presented to Him, it would be necessary that I should be washed and shaved--- the words were scarcely out of my informant's mouth, when an avalanch of salt water fell on me, thrown from innumerable buckets, 40 or 50 at the least. [I was then placed on a plank in front of the Throne, as I afterwards found out, when the Barber commenced his work. One of his Assistants applied the brush very gently to my chin, and the Barber seized his mildest razor, and merely laid the flat part of it on me. Then the handkerchief was quickly slipped from my eyes, and before I could utter a word, I was soused into the sheet of water, and I saw the Bear approaching me. I struggled hard to avoid him, but it was no use, as he was too quick in the water for me, and when at last he caught me, he gave me two or three most affectionate hugs which completely deprived me of breath, but I quickly recovered, and I was then led out by Bruin's Keeper, and had a bucket handed to me, and told to join in the fun, which I most promptly and vigorously did. (The deck was nearly two feet deep in water, so that the splashing and yells of delight and the whole absurdly ludicrous affair were events that few participators therein could hardly ever forget. Meantime, the shaving was proceeding rapidly, and at Noon the water was let off, and that part of the ceremony closed. The procession then reformed, and went back to the cuddy door, where they again partook of another glass of grog, and after giving three lusty cheers for Captain Flint,

1 8 3 8

Nov. 5
(cont.)

the Mighty Potentate of the deep took his leave. (As for the sailors of the ship, no body of men could have behaved better, on any occasion whatever. No one could say that he was ill used, and the Poop of the Ship, where all the female passengers had taken refuge, was looked upon as sacred, and during the whole fun and splashing about of water not a drop fell on any of them. Of course in the operation of shaving, and the embraces of Bruin there was a little roughness occasionally but all in good humour---i t was sufficient however to make me feel a little proud of Jack being a good friend of mine all the day. The throwing about of the salt water was about the worst that one had to bear, as it smarted the eyes very much. (I should have mentioned that when King Neptune and his Staff and followers were enjoying the hospitality of the Captain, the Chief Steward was handing round Cherry Brandy to the Cabin passengers, who had attended the Levee, assuring us that it was a grand preventative against our catching cold, an idea, on his part, with which we all ththroughly agreed. About 1 o'clock, a grand flourish of the Band announced the arrival of another grand personage, no less than the Private Secretary of His Majesty, who came forward to the Main Mast, and read a Proclamation by His Royal Master, declaring that all those who had been presented to him that day were now his loving Subjects and, as such, were free to enter his dominions, and cross the Line, whenever they chose, without going thro' the ceremony of being washed and shaved before being admitted

1 8 3 8

Nov. 5
(cont.)

to his presence, and also, granting them full power to join in all future celebrations. [The Sailors then all took to dancing, which was kept up until 3 o'clock, many of them being dressed up as "Ladies", by the assistance of the female passengers. About an hour later, and before they had changed their attire, a loud order was heard "All hands about Ship", and then occurred one of the most amusing scenes of the eventful day, seeing the "Ladies" trying to get out of their petticoats, which having succeeded in doing, they thought no more of the remaining part of the dress, but were to be seen, going aloft, and to all their different stations in the vessel, with Bonnets, Caps, Collars, and all other female paraphernalia flying in the wind. [The whole evening was devoted to one continued scene of fun and frolic, amongst which Guy Fawkes held a conspicuous position. The Old Man and his donkey were again brought out in grand style, but came into collision with Guy Fawkes, who knocked the Old Man down, jumped on the donkey, and rode off all round the ship, pursued by the Old Man and his wife. At 4 bells (10 o'clock) orders were given to "Knock off", and so ended the "Crossing of the Line."

[Everything went off very well. There was not a single case of drunkenness all day, the Captain having taken the precaution a week previously of giving strict orders that the Sailors should drink the grog allowed to them in the presence of the Officer in charge of the "Grog Tub", and not carry it away with them to their quarters, thereby

1838Nov. 5
(cont.)

stowing it up for a spree. It is my sad duty however to report that altho' not drunk, Queen Aphitrite, was Royally tight. The Boatswains Mate represented Her Majesty, and being a great favorite in the Ship, no doubt some admirer among the passengers smuggled a drop extra to her, which had only the effect of making her a little more lively. At supper time, in the Cuddy, we made a collection for the Sailors, amounting to £12. The Intermediate and Steerage passengers are also making a collection. [Unhappily, while all the fun and amusement were at their height on the deck, there was a sad scene being enacted, unknown to all except those present in the Women's quarters, where the poor girl died, who had her arm broken during the gale of the 21st September, thus verifying the old but true saying that "in the midst of life we are in death." X

Position at Noon: Lat. --.58' N.
Long. 4°. 3' W.
Ther: 80° in the shade.

Nov. 6

At 7 o'clock this morning, the poor little girl was buried. The wind was come round a little to the South, leading us to hope that we shall soon get the S.E. Trade Winds. In the evening, we had a renewal of some of the previous day's amusement, and a very jolly dancing party, having, for our guests, six Spanish Smugglers who unexpectedly paid us a visit.

Position at Noon: Lat. --.13' N.
Long. 5°.19' W.
Ther: 78° in the Shade.

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1838

Nov. 7 Strong steady wind from the South---course S.W. by W. There were several heavy squalls during the day. We are now fairly across the Line, after a passage of 51 days, the longest one that Captain Flint ever made.

Position at noon: Lat. $5^{\circ}37'$ S.
Long. $7^{\circ}10'$ W.
Ther: 77° in the Shade.

Nov. 8 Wind and course the same as yesterday. At night we saw the Magellan Clouds, two small white ones, which are to be only seen South of the Line.

Position at Noon: Lat. $1^{\circ}52'$ S.
Long. $8^{\circ}54'$ W.
Ther: 77°

Nov. 9 Wind and course much the same, rather keeping more to the South, if anything. Another young Emigrant was added to our number to-day. ? set

Position at Noon: Lat. $3^{\circ}8'$ S.
Long. $10^{\circ}22'$ W.
Ther: $78\frac{1}{2}^{\circ}$ in the Shade.

Nov. 10 A fine strong rattling breeze from the South, Course S.W. by W. In the evening, it came round to the S.S.E., most cheering to the Captain, as it enabled him to bring the Ship's head more to her due course. A number of large birds were about the ship all day, supposed to have come from the Island of Ascension which we are now nearing. ? set

Position at Noon: Lat. $4^{\circ}39'$ S.
Long. $11^{\circ}46'$ W.
Ther: $78\frac{1}{2}^{\circ}$

Nov. 11 Wind still steady from the S.S.E. At 10 o'clock at night, the Island of Ascension was in sight on the Weather Bow. We came up to it, and passed it very rapidly. The greater part of the Saloon passengers were on deck, to get a sight of Land again, as the nearest part of the island was only about two miles distant. It was a source of general regret, that it was at night we passed it, as had it been during the day Capt. Flint would have hove to, and signalled for a boat to come off, to take our letters for England, an opportunity for which we have been long hoping, and this was one, we were looking forward to, as it is a great rendezvous for homeward bound vessels. The youngsters of the ship are kept in good form of exercise, as, every two hours, one of them is sent up to the Mast Head, to report if one is in sight. IFN

Position at Noon: Lat. $6^{\circ} 54'$ S.
Long. $13^{\circ} 28'$ W.
Ther: $75\frac{1}{2}^{\circ}$.

Nov. 12 We had a christening this evening, when the child was named "Alfred", in compliment to the vessel he was born in. Poor little fellow, he looked puny and delicate. We now only want a marriage to complete all the ceremonies of the Church.

Position at Noon: Lat. $9^{\circ} 6'$ S.
Long. $15^{\circ} 3'$ W.
Ther: $78\frac{1}{2}^{\circ}$.

Nov. 13 Wind and course the same. The little child that was christened last evening died this morning. The Doctor's sick list now presents a most discouraging appearance, no fewer than 59 names being on it to-day. If it were not for IFN

1838Nov. 13
(cont.)

the Captain and Doctor's persistent exertions to keep the Emigrants' sleeping apartments clean and well ventilated, there would have appeared some serious disease long before this. Unfortunately we have amongst the Emigrants a very large number of the lower class of Irish and Highlanders, both Male and Female, filthy in the extreme, not one of whom will lend a hand to help in cleaning out their berths, so that the Captain, in the interests of all on board, has to send down, every second day, a party of the sailors of the ship to do so, and so lazy and indolent are the Emigrants, lying on their beds all day, except at Meals, that a large quantity of brimstone has to be regularly burnt, so that they may be driven up on deck, so as to give the sailors room to do the scrubbing. Great credit is due both to the Captain and to the Doctor for their praiseworthy efforts which are not at all agreeable.

Position at Noon: Lat. $10^{\circ}41'$ S.
Long. $15^{\circ}49'$ W.
Ther: $74\frac{1}{2}^{\circ}$

Nov. 14 Wind blowing very fresh and strong all day from the S.S.E. sending us along at the rate of 9 knots an hour. Early this morning another child died, and was buried in the evening. Notwithstanding the solemnity of the occasion, few of the bystanders could refrain from laughing at the Captain, who, when he was reading the passage "Man that is born of a Woman hath but a short time to live, and is full of misery", shouted out, at the highest pitch of his voice, which must have been heard by every Man of the Watch, "Take in the

Nov. 14
(cont)

Rovals", and then resuming his solemnity, he went on "He cometh up" &c. This reminds me of a similar occurrence on a few Sundays ago, at Prayers, when he was pronouncing the blessing we were a little astonished at the rapid manner in which he was reading, but we were soon enlightened, for the words "henceforth and for evermore" were scarcely out of his lips, when he sang out "Haul aboard the Main Tack", to which the Doctor, acting as Clerk, with great solemnity responded "Amen". In the evening we had another christening ceremony, the child, as on the previous occasion, being called Alfred.

Position at Noon: Lat. $13^{\circ}.27'$ S.
Long. $17^{\circ}.19'$ W.
Ther: $75\frac{1}{2}^{\circ}$.

Nov. 15 Wind and course the same as yesterday. The child that was baptised last evening died this morning and was buried in the evening. A flying fish flew on board to-day, the first we have yet had in our hands. There was great commotion in the ship all day, taking off old sails and replacing them with new and heavier ones, so as to be ready and better prepared for the heavy gales we expect to meet when rounding the Cape of Good Hope.

Position at Noon: Lat. $16^{\circ}.4'$ S.
Long. $17^{\circ}.50'$ W.
Ther: 75° .

Nov. 16 As we have been in dread of for some time, fever has developed itself on board, of a typhoid character. A woman died last night of it and a number are down with it. This first one is a very melancholy case, as she has left her husband and two children very ill indeed. We have now before

1838Nov. 16
(cont.)

us the horrid fear of being placed in quarantine when we reach Sydney Harbour. We must however hope for the best especially as we are now daily getting into a colder climate, which will no doubt help to drive all disease away.

Nov. 17

Nearly the whole of the morning watch, 4 o'clock to 8, we were becalmed, but then the wind sprung up from the same quarter as before, S. by S.E., but accompanied by a very heavy swell right ahead. Course S.W. by S., keeping as much to the South as the Man at the Helm can keep the Ship.

Position at Noon: Lat. $20^{\circ} 56'$ S.
Long. $19^{\circ} 54'$ W.
Ther: 74° in the shade.

Nov. 18

We have now lost the S.E. Trade Wind. At present the wind is nearly East, but unsteady, coming round, as the Captain expects, to the N. or N.E. It blew pretty fresh all the forenoon, but fell very much again in the afternoon, and continued so all night. There were two deaths of Adults today. Scarcely a day now passes without the sad sight of a funeral. Dancing is kept up however, every evening, as both the Captain and the Doctor consider that it is of importance for the health of the passengers that they should have the dancing for the exercise of their limbs, and music and amusement to keep their thoughts from brooding over the illness on board.

Position at Noon: Lat. $23^{\circ} 11'$ S.
Long. $20^{\circ} 9'$ W.
Ther: 72° .

Nov. 19 A dead calm all day, with a most scorching Sun, every one on board declaring that he or she had never felt such heat before. There was no going on deck at all for the great heat had drawn out all the pitch and tar, out of the seams, so that every step a person took they stuck fast, but, out of the sun, it was quite cool and pleasant. After dinner, on account of the great heat, the boats had been all lowered into the water, to prevent them falling to pieces, so we young fellows applied to the Captain, to give us permission to have a pull in them, which he at once very kindly granted, taking the precaution however of sending with each one of the boats, either one of his Officers, or an experienced A.B. Seaman. We rowed about for several hours, but we had at last to give in, as the heat was so great, and the exhaustion so severe, that all pleasure was at an end. The appearance of the "ALFRED", at a distance was very grand indeed, and we felt very proud of "our Ship". While out in the boats we caught a number of "Portuguese Men of War." They are of the Mollusca tribe, and look very beautiful in the clear bright water, but they sting in a dreadful manner, the same as one feels when severely stung with nettles.

Position at Noon: Lat. $24^{\circ} 22'$ S.
Long. $19^{\circ} 26'$ W.

Ther: $78\frac{1}{2}^{\circ}$
but at one time of the day it stood at 83°
in the shade.

Nov. 20 About 3 o'clock this morning a light breeze sprung up from the N.E., which gradually increased during the day, until at 10 o'clock in the evening, when we were bowling along, at

Nov. 20 the rate of 8 knots an hour. Course S.S.E.
(cont.)

Position at Noon: Lat. $25^{\circ}.12'$ S.
Long. $19^{\circ}.27'$ W.

Ther: 74°

Nov. 21 All the early part of the day it blew pretty fresh from the N., but about 2 o'clock in the afternoon it became very squally, and continued so for about an hour from the N.W. In the evening there was a remarkably heavy dew, so heavy that the water was actually dripping from off the Sails and making the decks disagreeably wet and slippery.

Position at Noon: Lat. $27^{\circ}.1'$ S.
Long. $17^{\circ}.48'$ W.

Ther: 72° .

Nov. 22 Much the same sort of weather as yesterday, but towards evening the wind fell away very much.

Position at Noon: Lat. $28^{\circ}.7'$ S.
Long. $15^{\circ}.48'$ W.

Ther: 72°

Nov. 23 No change in weather. Dancing in the evening is our chief amusement at present. Very seldom indeed do we allow one to pass over without enjoying stretching our limbs.

Position at Noon: Lat. $28^{\circ}.59'$ S.
Long. $14^{\circ}.8'$ W.

Ther: $70\frac{1}{2}^{\circ}$.

Nov. 24 A most dismal wet day, which made every one dull and stupid all over the Ship. The wind has been also very unsteady, veering about from all quarters of the Compass, rendering it most difficult to keep the Ship on her due course. There was one circumstance, however, to rejoice at, and that was the visit of a large number of Cape Hens, and a few

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Nov. 24
(cont.)

Albatrosses, denoting, by their presence, that we were approaching the long looked for Cape of Good Hope.

Position at Noon: Lat. 29° 55' S.
Long. 12° 5' W.

Ther: 73½°.

Nov. 25

A brisk steady breeze all day from the N.W. Course S.E. Average rate of speed 8 knots an hour. Another child died early this morning and was buried at 7 a.m. Prayers, as usual, on the Quarter Deck at 10.30 a.m. all the sailors turning out so smart and clean, as also the Church of England Emigrants, a very pretty sight altogether. In the evening it rained very heavily, and as two other passengers and myself were sitting chatting in the Saloon, not being able to go up on deck, one of them proposed that I should read a Sermon. At first I was a little taken aback, but the proposal being pressed I at length agreed to do so, and the Sermons not being very long, I not only read one, but actually read three before I finished. It happened in this way, that when I commenced my first I had a very small congregation, to listen to me, but as I went on the numbers increased, and when I finished there was an unanimous call that I should read a second, which I did, but while I was doing so, my congregation kept increasing, amongst the number being Capt. Flint, and some of his Officers. When I finished my Second, there was a loud call from the New Comers for another, and, being in the humour, I fired off a third. I have risen very high in the Captain's good books, altho' he rated me a little at first, for not having sent

Nov. 25
(cont.)

for him, as he had heard only one Sermon. He promised that I should have a large audience next Sunday, as he would have the reading publicly announced, and that I should occupy his own Chair, a large Arm One, fastened to the Mizen Mast. Where I shall hide next Sunday must be a matter of consideration during the week.

Position at Noon: Lat. $31^{\circ}.1'$ S.
Long. $9^{\circ}.46'$ W.
Ther: 68°

Nov. 26

Wind and course the same. The weather has now become very cold, and for several days past it has been very hazy. Another young emigrant was this morning added to our number and so far doing very well.

Position at Noon: Lat. $32^{\circ}.36'$ S.
Long. $5^{\circ}.17'$ W.
Ther: 67°

Nov. 27

We are bowling along, slowly but surely, towards our destination, at an average rate of speed of $8\frac{1}{2}$ knots an hour. The spouting of several Whales were distinctly seen on our Starboard side about a quarter of a mile distant. A great number of birds were also about the ship all day, namely Albatrosses, Mollom Hawks and Boatswains. We are to-day in the latitude of Sydney and the Cape of Good Hope, and with a strong wind in our favor we may yet make a good voyage, altho' much is still required to make up for lost time. Sickness on board has not, I am sorry to say, much decreased as yet, as another death occurred to-day, a strong young boy, of 12 years of age.

Nov. 27
(cont.)

Position at Noon: Lat. $33^{\circ}55'$ S.
Long. $3^{\circ}15'$ W.
Ther: 68° .

Nov. 28 Wind and course still the same. A little before noon we passed from the West into East Longitude. An immense shoal of Porpoises followed the ship for a long time this afternoon evidently attracted by the glittering of the copper. About 7 o'clock in the evening it began to blow very hard, necessitating the taking in of all the studding sails, foretop gallant sail, fore and main royal sails, driver and gaff top sail, and the hauling up of the main sail. It was a most glorious breeze, making the Old Ship scud along at the rate of 10 knots an hour, notwithstanding the great reduction of canvas on her. The breeze continued all night, accompanied with heavy rain, rolling motion, and general uproar, which I daresay I should never have known of, had I not been roused up by the Officer of the Watch accompanied by the Carpenter, coming into the Cabin to satisfy themselves that the Ports were properly secured.

Position at Noon: Lat. $35^{\circ}0'$ S.
Long. $6^{\circ}4'$ E.
Ther: $68\frac{1}{2}^{\circ}$.

Nov. 29 Wind early this morning came round to the West, still blowing very hard. Course S.E. It rained very heavily all the forenoon, but, about 12 Noon, it turned out a delightful day with a fine, cold, bracing wind. It is a grand sight to see the gallant old ship, cutting thro' the water, dashing up the billows on each side of her Bows, and leaving a foamy track

Nov. 29
(cont.)

astern, as far as the eye can reach. She is going steadily at the rate of 10 Knots an hour, and often 12 when the wind comes in squalls. The Officers of the Watch are obliged to be carefully on the look out now, as the wind comes frequently in sudden gusts, which, if they were not prepared for, would probably carry away some of the Masts or yards. The Captain is a very strict disciplinarian, and very properly so, but this forenoon a sad scene took place, in the reduction of the Second Lieutenant, to the rank of an Ordinary Seaman, for having been drunk on duty, during the second watch last night. We are all very sorry for him, as he was very much liked on board. [This forenoon we came on two very large flocks of a species of duck, commonly known among sailors as "Whale birds". They had been evidently feeding on a dead whale, or some other large fish, for they seemed so gorged with food as to be scarcely able to get out of the way of the Ship. There were great varieties of other birds about all day, among others a beautiful small one called Cape Pigeons, a great number of which were shot during the day, but as they were not bagged we had no pigeon pie.

Position at Noon: Lat. 36°. 8' S.
Long. 4°. 0' E.
Ther: 61°

Nov. 30 Wind come round a little to the South, but still blowing very fresh. The weather is gradually becoming much colder, especially in the evenings, when one is glad to feel the comfort of a Pea-jacket, or, as it is called at sea, a Monkey Coat. There was a very heavy squall about 7 o'clock in the

1838

Nov. 30
(cont.)

evening, from the S.W., in which quarter the wind remained for the rest of the night.

Position at Noon: Lat. 36° 54' S.
 Long. 8° 3' E.
Ther: 58°.

Dec. 1

Very stormy all night. I was awakened about 4 in the morning by a great noise on deck, and by the whistling of the wind thro' the rigging, which convinced me that a great deal of canvas had been taken off the Ship, so I slipped on a few clothes and went on deck, and found that was the case, as she was then only carrying the foresail, driver, double reefed Main Sail and fore top sails. It was blowing very hard and bitterly cold. I remained on deck about an hour, and then turned in again, feeling very tired and sleepy having kept the Captain company all the first watch, 8 to 12, which he is now obliged to keep since the dis-rating of the Second Lieutenant. When I got up again, it was blowing harder, and the sea was running very high, and breaking right over the Bow. About 9 o'clock the Capt. gave orders that the Driver should be taken in also. The ship was then pitching and rolling very much, bringing back sea sickness to a very large number of passengers. After breakfast my Mate and I had a great scene in our Sleeping Cabin, as I foolishly opened one of the Ports to let in a little fresh air, and within a very few minutes an immense wave struck the side of the ship, nearly laying her on her beam ends, and rushed into our Cabin with great fury, right over both beds, setting everything adrift, and nearly drowning my Chum Dawson, who was in bed,

1 8 3 8Dec. 1
(cont.)

suffering from Mal-de-Mer. Notwithstanding this example, our next door neighbour, the Doctor, did the very same thing, opened a port, and let in a terrific sea, and his Cabin being also the Medical Store-room of the Ship, and the Ship rolling very much, and our Cabin door being open, we came in for a Second flood, carrying with it, in its course, any amount of Medicine bottles, Pill boxes and all sorts of Nauseous mixtures. The pitching and rolling of the Ship is now so great, that to prevent accidents, every thing movable has to be lashed down to prevent it rolling about and injuring people. Even with this precaution, many passengers have been injured by being sent flying about in every direction. This being Mrs. Flint's birthday, her Husband, the Captain, ordered grog to be served out to all the Male Emigrants and Crew, and wine to the Women, and in the Cuddy, after dinner, we drank her health in bumpers of champagne, the crew and emigrants doing the same on the Quarter Deck. In the evening, there was a sail in sight, steering the same course as ourselves.

Position at Noon: Lat. $37^{\circ}.22'$ S.
Long. $11^{\circ}.49'$ E.

Ther: $59\frac{1}{2}^{\circ}$.

Dec. 2

Wind blowing very hard, all day from the West. Course S.E. $\frac{1}{2}$ E. The distance run from Noon yesterday to Noon to-day was 216 Knots, which was very good, taking into consideration the way in which the Ship had been knocked about, and the little amount of Canvas that she was able to carry, only the Fore-sail, and double reefed Fore and Main topsails. The sea has

Dec. 2
(cont.)

been running Mountains high all day washing over all parts of the Ship, and knocking her about as if she were only a small sailing boat. Very few Emigrants appeared on deck to-day, all keeping out of the way of getting a ducking. The confusion at Meals is beyond all description, dishes and plates rolling in every direction, altho' on this occasion, there were no joints of Meat to enjoy this kind of sport, as, owing to the dreadful rolling of the ship, the Cooks were only able to supply one enormous pie, well-known, in similar difficulties as a "Sea Pie", composed of Meat and vegetables, which, perhaps from its novelty, was most duly appreciated. At any rate, it was done great justice to, and had to be frequently replenished. We expect to be round the Cape by 12 o'clock tonight, which will make an excellent run from the Line. Much to my surprise, and somewhat to my dismay, I found out that the Captain had not forgotten his promise that I should have a large congregation to hear me read a Sermon this evening, in the Cuddy, as I found early in the day written notices posted up, in various directions, that I would do so. Accordingly, at 8 o'clock, a great gathering took place, and I was led to take my position in the Captain's Chair, well secured to the Mizen Mast. I was just getting a little cool, and collected, and taking an interest in the Sermon, when, all at once, a tremendous wave almost laid the Ship on her beam end and away went everyone of my congregation, chairs and all, rolling to the other end of the Cuddy, I alone being left secure in my chair, but roaring with laughter, notwithstanding

1838Dec. 2.
(cont.)

the solemnity of the occasion. No more sermons for me. Fortunately, no one was hurt, and every one was afterwards greatly pleased when the Captain took the opportunity of restoring the late 2nd Lieutenant to his former rank, in the ship. No appearance all day of the Vessel that was in sight last evening.

Position at Noon: Lat. $37^{\circ}.43'$ S.
Long. $18^{\circ}.20'$ E.
Ther: 64° .

Dec. 3. Wind still blowing very fresh, from the West, causing a very heavy sea, and a grand sight to witness, seeing it rolling along, mountain after mountain, one moment sending the ship flung up in the air, and the next, the gallant old ship gracefully sink into a great abyss, and as bravely again ascending to the top of the next Wave. The distance run from Noon yesterday to Noon to-day was 235 Miles. We have now fairly rounded the Cape, and if no misfortune befall us, and the wind continue as fresh as it is at present, we ought to arrive at Sydney in the course of 5 or 6 weeks.

Position at Noon: Lat. $38^{\circ}.8'$ S.
Long. $20^{\circ}.39'$ E.
Ther: $64\frac{1}{2}^{\circ}$.

Dec. 4 Wind still in the West, blowing strong, and, at times, very squally during the day. About 2 p.m., one strong one came on, so suddenly, and before the Watch were prepared for it, the Main top yard was carried away, and the Sail torn to rags. Owing to the very high sea, the music in the evening has had to be given up, but, as for dancing, we get quite enough of it, and a great deal more, at times, than we are inclined for.

1838Dec. 4
(cont.)

Position at Noon: Lat. $38^{\circ}.25'$ S.
Long. $24^{\circ}.32'$ E.
Ther: $62\frac{1}{2}^{\circ}$.

Dec. 5. Wind changed to the N.W., Course S.E. $\frac{1}{2}$ E. Distance run 220 Miles. An immense number of birds around the ship all day. Two were caught with hooks baited with pork, both grand specimens of their kind, one, an albatross, measuring 11 feet from the tip of one wing to the tip of the other, and the other bird was a Cape Hen, measuring, as above, $6\frac{1}{2}$ feet. They are such good specimens, that the skins of both were taken off, to be prepared and stuffed. About 10 o'clock at night, a disturbance took place, which might have turned out very seriously. It was blowing very hard at the time, and the ship was not answering her helm at all well, in fact was then several points to windward, when the Captain came on the Poop in a very bad humour, with all the surroundings, got in a rage with the Weather helmsman, ordered him away from the helm and put another sailor to take his place, which affronted the Man so much that he began to grumble, eventually declaring that he would never go to the Wheel again. This annoyed Capt. Flint very much, and, calling the Man back, spoke severely to him, but getting rather sharp answers from him, he unfortunately, on the spur of the moment, ordered him to be put in irons, which the Man quietly submitted to, but the other Sailors of the Watch immediately gathered together and endeavoured to prevent the Man being taken below, one of the sailors stepping in front, and declaring that he, and the others

Dec. 5
(cont.)

would not allow their shipmate to be kept in irons, for such a trivial offence, when the Capt. immediately stepped down from the Poop and very coolly collared the spokesman, dragged him from the middle of his comrades, who never spoke a word, along the deck, and delivered him to the Officer of the Watch, to be also placed in irons, which was done with great difficulty, the Man, with great oaths, swearing that he would knock down the first one that attempted to touch him, but after considerable resistance, he at length quietly submitted, declaring however he would sing all night, jingling his irons, and not allow a single passenger to have a wink of sleep. This threat he carried out for some time, but getting rather weary of it, and also hold of a large stick, he, to the great annoyance of his fellow prisoner, who repeatedly entreated him to be quiet, stoutly struck on the lock on the bar, which was only a common one, the Key of the proper one having been somehow mislaid. Eventually he succeeded in breaking the lock, and at once bolted from the prison, but, at the head of the Hatchway, he was again seized, and after a desperate resistance, he was again put in irons, with the addition, this time, of a brace of hand-cuffs, which effectually cooled him down, and being no doubt under the influence of liquor, and worn out with the resistance he had shown, he soon fell asleep. After a little time, to let matters cool down, the Capt. ordered the original culprit to be released, and brought before him, and after seriously speaking to him of the grave

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(cont.)

nature of his insubordination, he ordered him to return to his duty, which he, poor fellow, who seemed very penitent lost no time in cheerfully obeying the order. The troubles of the night, however, were not over for the Capt. for he had no sooner settled this affair, than he was called upon to settle one between the Chief Steward and one of his Subordinates, but this was very soon appeased.

Position at Noon: Lat. $38^{\circ}.15'$ S.
Long. $29^{\circ}.11'$ E.

Dec. 6

Wind and course the same as yesterday. During the night, it blew a very strong gale, causing the Old Ship to roll about to a frightful degree (at least I am told so). At any rate, I know that a great many passengers were complaining, this morning, of their bodies being bruised all over, from their having been so knocked about in their berths. Some of them had ventured on deck, in the hope of escaping from their troubles, but they speedily discovered that there was no peace for them there, as the Sea was washing over every part of the vessel. About Noon, the gale moderated a good deal, and remained a steady breeze during the remainder of the day.

Position at Noon: Lat. $38^{\circ}.24'$ S.
Long. $33^{\circ}.19'$ E.
Ther: $65\frac{1}{2}^{\circ}$.

Dec. 7

A most delightful day, with a fine smooth sea. We got our Cabin ports open for the first time since the 1st inst., a great boon and pleasure to every one, as, when they are shut, we were deprived of either air or light. In the

1838Dec. 7

evening we recommenced our dancing, which still more added to the pleasure of the day as well also to the vigor and energy of the performers, none being more active and sprightly than the good old Captain.

Position at Noon: Lat. $38^{\circ}.34'$ S.
Long. $35^{\circ}.13'$ E.
Ther: 68° .

Dec. 8

A change in the weather to-day, as about 4 o'clock this morning the wind veered round, in a heavy squall, to the S.W., accompanied with very heavy rain. At 6 o'clock there was a vessel in sight, standing to the Southward, and, in the evening there were two others, but all too far to signalise. In the afternoon the weather turned out beautifully fine, neither too hot nor too cold, causing the decks to look quite lively again, as every body seemed to turn out to enjoy it, many of whom had not done so for a long time past. We caught a number of Albatrosses also, which added to the general excitement. The sailor that had been put in irons on the evening of the 5th came to his senses to-day and was humbly penitent, and confessed that he was entirely in the wrong, and was liberated, and returned to his duty. Previously he had been very stubborn and declared that he would see the Captain d--d before he would ask his pardon, and that all his mates were d--d cowards for not standing by him.

Position at Noon: Lat. $38^{\circ}.29'$ S.
Long. $39^{\circ}.26'$ E.
Ther: 66°

1838

Dec. 9

Early this morning the wind was round in the S.E. Course S.E. by E. $\frac{1}{2}$ E. All the morning there was a very dense fog until about 10, when the sun broke out and cleared it off, when, to our astonishment, we saw a ship quite close to us on our Larboard side. After prayers, which were rather galloped over, the Capt. had the "ALFRED" hove to, and allowed the stranger to come up to us, and we then hailed her and discovered that she was a Dutch transport, the "LUCIA MARIA" from Amsterdam to Batavia. The meeting of the two vessels so close to one another after so long a voyage was not only interesting but most cheering to us all, as it afforded us an opportunity of seeing and holding conversation with strangers again, and our neighbours seemed to be as much pleased as we were, for the whole of the Ship's rigging and yards were crowded with soldiers. They also turned out their Military Band, which all our Musical talent declared was a very fine one, and which certainly was niggardly in the number of pieces they performed, and on parting they played as their "Farewell" "Rule Britannia", and "God Save the Queen", but as this was Sunday, our Captain would not break the Sabbath by turning out his Band, which we did not all agree with as our Band can hold its own very well, but we comforted ourselves with the hope that the Dutchmen did not believe we had one. The two vessels sailed alongside, one another for a long time, but the Dutchman, being a much

FN needed

1 8 3 8Dec. 9
(cont.)

lighter one, got ahead of us in the evening. She is also a very pretty, smart American built vessel, and as the evening drew on she showed out as a very pretty object a little ahead of us. Altogether, from first to last, our meeting formed a most interesting and lively scene and a most enjoyable break in our monotonous lives. We particularly noticed that there was not a Female to be seen on board the Dutch vessel, which, on the contrary, our decks were crowded with all types of them. The wind freshened up very much in the evening and at 10 p.m., when the Log was heaved, we were going at the rate of 11 knots an hour.

Position at Noon: Lat. $39^{\circ}.22'$ S.
Long. $40^{\circ}.37'$ E.
Ther: 68° .

Dec. 10

Wind again in the North. We are still able to keep our course. Very thick and foggy all day, and it was not until about 4 p.m. that we were able to get sight again of the "LUCIA MARIA" a little ahead of us, on the Starboard side, but, before dark, she was a little astern. All on board, both passengers and crew, were again treated by the Captain to celebrate the birthday of his daughter. This makes the third one in his family that we have been called upon to rejoice at, since we sailed.

Position at Noon: Lat. $39^{\circ}.21'$ S.
Long. $35^{\circ}.11'$ E.
Ther: 67° .

Dec. 11

Wind and course the same as yesterday. At daylight, the "LUCIA MARIA" was in sight, on the Larboard side, standing

Dec. 11
(cont.)

more to the North, than we are. She may well be called the "Flying Dutchman", as we have seen her from almost every point of the compass. We unfortunately had another death on board to-day, of an Aberdeenshire female Emigrant, a Mrs. Grant, who contracted a very severe cold after giving birth to a child on the 9th ultimo, and the cold having been followed by a smart attack of the prevailing fever, under which, she gradually sunk, causing the nineteenth death since we left Plymouth. The fever is still very prevalent, but not so fatal as it had been, no death having occurred since the 27th November until to-day. The evening was very hazy and cold.

Position at Noon: Lat. $39^{\circ}.25'$ S.
Long. $49^{\circ}.19'$ E.
Ther: $65\frac{1}{2}^{\circ}$.

Dec. 12

Early this morning the Wind blew very fresh from the N.W., gradually increasing, until it became a heavy gale, causing "all hands" to be called to take in sail. So serious was the appearance of the weather that it was considered necessary to take in the Mainsail, Maintop gallant Sail, Main Royal, Foretop gallant sail, Fore Royal, Driver, Gafftopsail and two Reefs in the Main and Foretopsails, and even with these all but bare poles, the ship was scudding along at the rate of 10 Knots an hour. Meantime the sea was rising very rapidly, and continued very high all day, tumbling about the old ship worse than usual and more dangerous, from the flooded state of the decks. At noon to-day, when the position of the ship was charted, the distance run from

1838

Dec. 12
(cont.)

Noon yesterday was shown to be 260 Miles. Course S.E. by E. $\frac{1}{2}$ E.

Position at Noon: Lat. $39^{\circ}.45'$ S.
Long. $54^{\circ}.31'$ E.
Ther: 71° .

*Minimum
Distance Covered*

Dec. 13

A fine rattling steady breeze all day from W.S.W. Course the same as yesterday. There were two Sails in sight, one on the Larboard quarter, supposed to be the Dutchman, the other, on the Lee bow, apparently bound for Australia. We came up very quickly on the latter and passed her some time during the night, altho' it was 7 o'clock in the evening when she was first seen.

Position at Noon: Lat. $39^{\circ}.20'$ S.
Long. $63^{\circ}.17'$ E.
Ther: 58° .

Dec. 14

Wind moderated a good deal, but still blowing from the W.S.W. We got all our Sails again re-set. The wind felt very cold all day, but it has quite blown away the fogs that have been so prevalent for the past few days. For the position at Noon, see that given on the 13th, inserted there by mistake. For the correct position on the 13th read:---

Lat. $39^{\circ}.26'$ S.
Long. $58^{\circ}.33'$ E.
Ther: $62\frac{1}{2}^{\circ}$.

Dec. 15

A brisk steady breeze from the West, still favorable for the vessel. Keeping on her steady course, S.E. by E $\frac{1}{2}$ E. This was one of the most enjoyable days we have experienced since we commenced our voyage, and in the evening we were treated to a most remarkable and wonderful sight, for just as the

Dec. 15
(cont.)

7FN
sun was commencing to set, all at once a bright yellow streak shot up perpendicularly from it, to all appearance, resembling the tail of a very large Comet, remaining apparently in the same position until the sun had quite gone down below the horizon, when the colour changed into a bright fiery red, remaining so for fully half an hour, and then disappeared. It was not only a wonderful, but also a most puzzling sight, to all the old "Salts" on board, not one of whom, in all their voyages, had ever seen anything like it, and numerous were the conjectures about. Some thought that it portended a dreadful storm, others a hurrican, but the more rational thought that it indicated a change of Wind, which really did take place, as it, very shortly afterwards, veered round to the N.W. All the afternoon there was a very swell from the South, where no doubt a heavy gale of wind had been blowing. Distance run last 24 hours, 235 Miles.

Position at Noon: Lat. 39° 0' S.
Long. 68° 8' E.
Ther: 64°.

Dec. 16 Wind still in the N.W., but not much of it. Course still favorable. Owing to the heavy swell from the South, which made its appearance yesterday afternoon, the Ship rolled about in a frantic manner all night, more so, I was told, than it ever had done since we sailed, all the passengers and even Capt. Flint, declaring at breakfast this morning that it was quite impossible that any one could have slept, and great was their astonishment when my Cabin Chum, Dawson, informed them that he could not sleep a wink but that I had

1838.Dec. 16
(cont.)

never stirred from the time that I went to bed, at half past 10, until 7 o'clock that morning, when the breakfast fifes and drum, passing our door, awoke me, which was actually a fact. The Captain at once complimented me, and which all the passengers concurred in by saying that I must be blest with a light heart as well as a good digestion. Well, I am in the enjoyment of the best of health, take plenty of exercise, have a most comfortable bed, and so, no wonder then, that I slept soundly. There were a great number of Albatrosses, Cape Hens and Porpoises about the Ship all day, and a school of Whales seen in the distance. We were favored, in the evening, with a lovely glorious sun set, after which the Wind freshened up a good deal, still from the same quarter. At the general request of the passengers, I again officiated in the Cuddy, and read two Sermons, but all sedate and quiet on this occasion.

Position at Noon: Lat. $39^{\circ} 2' S.$
 Ther: 64° Long. $70^{\circ} 51' E.$

Dec. 17

Fine strong breeze from the North, which, in the afternoon, increased very much, so much so, as necessitated taking in a good deal of Sail, but not until the lower stunsail Boom had been carried away. The evening was very hazy, and disagreeable. I think we shall make a good run to-day, as we have been going at the rate of 10 Knots an hour all the day.

Position at Noon: Lat. $39^{\circ} 47' S.$
 Ther: 63° Long. $74^{\circ} 32' E.$

1838

Dec. 18

About 6 o'clock this morning we passed the Island of St. Pauls, but the weather was so hazy we could not see it. I think we are going to make a most wonderful passage, from the Line to Sydney, which will make up for the bad one we had from England to the Line. It has been blowing very fresh all day from the W.N.W., and if it continues so, we shall be at the end of our voyage in about a fortnight. The rolling about of the Ship, is still very dreadful. A very fine Bull calf of the short horn breed, belonging to Capt. Flint, died this morning, which will be a serious loss to him as he expected to get a very handsome price for it in Sydney. About noon to-day, a school of Whales passed close to the Ship, to the number of 20, one very large one, fully 60 feet long, very close in. We are still catching a large number of Albatrosses and Cape Hens, the finest of which are being prepared to be stuffed, and the bodies for skeletons.

Position at Noon: Lat. $39^{\circ}48'$ S.
Long. $78^{\circ}44'$ E.

Ther: 63° .

Dec. 19

Wind blowing very strong from the W.N.W., so very hard indeed, that we only had three sails set, the greater part of the day, the Maintop sail, Fore Sail and Foretop sail, and yet we were bowling along at the rate of 10 Knots an hour. Course E.S.E. The Sea has also risen very high, tumbling us about in a sad way. It has also been very cold all day. It must be borne in mind, that the height of the

1838Dec. 19
(cont)

Thermometer, that I record each day, is always taken in the Saloon, at 12 Noon, so, of course, it is much colder on deck, as for instance to-day, when the degree of heat was $60\frac{1}{2}^{\circ}$, in the Saloon, it was only 51° . on the deck. In the warm weather, of course, it would show the very opposite. A Scotch Laddie was added to our number to-day. Both Mother and Child, I am told, are doing well.

Position at Noon: Lat. $39^{\circ}.33'$ S.
Long. $83^{\circ}.32'$ E.
Ther: $63\frac{1}{2}^{\circ}$.

Dec. 20

Wind has veered round to the W.S.W., but still blowing very hard. We are still however keeping our due course. About noon we fell in with something right ahead, evidently belonging to another vessel, steering the same course as we are. At first we thought it was a hammock that had been dropped over board, but as we drew nearer the object, and seeing about 20 Albatrosses tearing at it, there was no longer any doubt that there was a dead body sewn up in it. The weather continued very squally all day, and bitterly cold. I do not think I ever felt it colder in Scotland, but, of course, we feel it colder here than we would on Shore where we could take much more bracing exercise, and we feel it also the more after the broiling weather we have gone thro' lately. Unfortunately, we had another death on board this afternoon, an Emigrant of the name of Burgess leaving a Widow and two Children.

Lat. $39^{\circ}.12'$ S.
Long. $87^{\circ}.38'$ E. Ther: $54\frac{1}{2}^{\circ}$
 46° on Deck.

1838Dec. 21

There were a great many squalls during the night, accompanied with very heavy rain. The wind has now changed to the S.W., but still very fresh. We have only the Main Sail, Foretop Sail, Foresail and Foretop Mast staying sail set to-day. Our course lies E.S.E. During the first watch at night, some of the Crew began to be again troublesome, so that the Captain was obliged to put one of them in irons, who, when he was ordered, along with the rest of the Watch to set the Driver, positively refused to do so, very insolently, and left the deck, and laid himself down on his Sea Chest, in the Forecastle, from which however he was quickly dragged out by his officers.

Position at Noon: Lat. $38^{\circ}.38'$ S.
Long. $91^{\circ}.40'$ E.
Ther: 58° .

Dec. 22

There were a great many heavy squalls during the day, but, between them the weather was very pleasant. We had the Band out in the evening, for the usual exercise of dancing, but the instruments were barely tuned, when a terrific squall accompanied with rain, came on, and very soon scattered us all. The rain continued for several hours.

Position at Noon: Lat. $38^{\circ}.25'$ S.
Long. $95^{\circ}.38'$ E.
Ther: 55° .

Dec. 23

Strong breeze from the West, accompanied by a very heavy swell. We had prayers in the cuddy, at $\frac{1}{2}$ past 10, the weather being too stormy on deck. It is quite probable that we may be in Sydney, this day fortnight. Weather turned out very fine, and bracing in the afternoon.

1 8 3 8Dec. 23
(cont.)

Position at Noon: Lat. 38°.14' S.
Long. 100°.16' E.
Ther: 58°.

Dec. 24

Strong steady breeze from the West, Distance run from 12 Noon yesterday to 12 to-day, 220 miles. We had a great deal of dancing and amusement, all throughout the evening. Immediately after the 8 Bells of the Midnight Watch were struck, the Band turned out, and enlivened us all with the dear and well known air of Home Sweet Home followed by Auld Lang Syne, which were received by the passengers and crew, with loud and continued cheering. The Band played all thro' the ship until 1 o'clock, when the Captain treated them, and the whole of the Crew, to two glasses of grog each, one for each of the two old tunes that the Musicians had warmed his heart with, and then all was again quiet.

Position at Noon: Lat. 38°.35' S.
Long. 104°.50' E.
Ther: 60°.

Dec. 25

Wind and course the same as yesterday. Many were the good wishes, and gratulations that were exchanged amongst all on board this morning. We had prayers in the Cuddy at the usual hour 10.30. The Cooks all worked with good will, and provided an excellent dinner for all Classes, and, in the Saloon, we dedicated a bumper of Champagne to "A Merry Christmas to all our absent Friends." I could not help thinking how strange it was, that while I was eating my Christmas dinner, and thoroughly enjoying myself on a lovely afternoon, in all probability, you all at home would be sound asleep in bed. Between the position the ship is

1838Dec. 25
(cont.)

in to-day, and Greenwich, there is a difference in time of $7\frac{1}{2}$ hours, we ahead, and as we dined at 3 p.m. consequently it would be $\frac{1}{2}$ past 7 a.m. with you. It was also singular that altho' so far distant, there were three at the table, who dined together at home, last Christmas day, namely Mr. and Mrs. Lyon Campbell and myself. NB

Position at Noon: Lat. $38^{\circ}.23'$ S.
Long. $109^{\circ}.29'$ E.
Ther: 59° .

Dec. 26

Early this morning the Wind went round to the East, and gradually it fell in force, until it almost became a Calm, which was a source of great regret to us all, as it lessened our hopes of being so soon in Sydney. The head of the ship veered about a good deal, during the day, until near Midnight, when a slight breeze sprung up from the N.E., when we were able to creep into our right course again.

Position at Noon. Lat. $38^{\circ}.59'$ S.
Long. $112^{\circ}.25'$ E.
Ther: 62° .

Dec. 27

The light breeze from the N.E. which sprung up last night, still continues, which, altho' not altogether favorable, is still very much better than it was. It has also felt much warmer than it has been for some time past, and towards night the breeze freshened up a good deal.

Position at Noon: Lat. $38^{\circ}.39'$ S.
Long. $113^{\circ}.8'$ E.
Ther: 62° .

1838Dec. 28

The wind has gone round to the North, and much stronger than it was yesterday, but, unfortunately, it fell again immediately after sunset. We feel that we are now nearing our destination, as the position of our Ship to-day tallies with the degree of Longitude of the Western Shores of Australia.

Position at Noon: Lat. $39^{\circ}.30'$ S.
Long. $116^{\circ}.26'$ E.
Ther: $63\frac{1}{2}^{\circ}$.

Dec. 29

A very light breeze from the Westward, and a lovely day. Course E. by S. All the Emigrants are now seemingly making great preparations for landing, as, in every direction, they are hanging out their best clothes, for the purpose of being aired and smartened up. In the afternoon the breeze fell to almost a dead calm. We saw a very large sperm Whale, in the evening, close on our Larboard bow, playing about on the surface of the Water. There was a great deal of dancing in the evening the fine weather having evidently stirred up the spirits of every one. After the Sun had set, the Wind freshened up again. Unfortunately another Child died to-day.

Position at Noon: Lat. $39^{\circ}.27'$ S.
Long. $118^{\circ}.55'$ E.
Ther: $63\frac{1}{2}^{\circ}$.

Dec. 30

Fine steady 10 Knot breeze from the West. We had another addition to our number this morning, Divine Service was performed in the Cuddy at the usual hour. In the evening a most laughable and amusing scene took place, which ended in the washing and cleansing of a very dirty object. There

1838

Dec. 30
(cont.)

happens to be a man on board among the Emigrants, who is one of the filthiest animals that ever existed, and who is held, in the greatest abhorrence by all who come in contact with him, and who, at the same time, is fond of perpetrating practical jokes. Attempting to play off one on a couple of his fellows, they at once set on him and gave him a sound drubbing, the noise of doing which brought Captain Flint to the door of his Cabin, when the Man immediately rushed towards him for protection, crying out, "Och Captain I'm kilt, I'll die before morning", but the Captain who had as great a dislike to the Man as any person on board, coolly answered him with simply the words "Die and be d----d." No sooner did the other Emigrants perceive that the Captain would have nothing to do with him, than there was an immediate rush for all the buckets and utensils that could be got hold of, and setting the pumps agoing, they gave him such a ducking that if anything could cure him of his filthy habits and tricks, the treatment he got certainly ought. At first, he attempted to reach the sleeping apartments, but his tormenters were too knowing for that, so that after being pursued round and round the deck for fully half an hour by all the Emigrants in desperation he jumped down the fore Hold, with all the buckets, &c. flying after him, and so got off. He richly deserved all he got, as he had been often previously publicly reprimanded, before all on board, and threatened with a sousing, if he did not mend his ways. In fact, one day, the Emigrants had a rope tied round his body and were in the act of throwing him overboard, for the purpose of

1838

Dec. 30
(cont.)

cleansing him by towing him astern of the ship, for a while, but the Captain interfered, and put a stop to their good intentions. We all laughed heartily at the whole affair, which only shows how easily passengers can be amused during the monotony of a long voyage.

Position at Noon: Lat. $39^{\circ}25'$ S.
Long. $121^{\circ}40'$ E.
Ther: $68\frac{1}{2}^{\circ}$.

Dec. 31

Brisk steady breeze from the W.S.W. Course E. by S., and a most lovely day. The evening was one continued scene of fun and frolic. We all met at Tea time in Fancy Costume, I in a Female Character, most beautifully got up in one of Lady Forbes' dresses, not the first time by any means, as I had often to masquerade as the Captain's partner, in our quadrilles in the evenings, there being only three Ladies among the Saloon passengers. I need scarcely say that the most fantastic dresses imaginable were exhibited on the occasion. After tea, we went out on the Quarter deck, and danced and amused ourselves until 8 o'clock, and then adjourned to "Grog", and sat, chatting until 10, when orders were given to "douse the glims". We then all adjourned to one large Cabin, where the Captain kindly allowed us to have a light, where we remained singing, reciting and otherwise amusing ourselves, until a little before 12, when we went on the Quarter deck again, and remained there, until the Midnight 8 Bells rung out, which was followed by an uproar that baffles all description, ringing of bells, rattling of old pots and kettles, singing,

1838

Dec. 31
(cont.)

yelling and dancing, with the Band hopelessly doing their best to be heard. When matters settled down a little, the Captain ordered the Cuddy to be re-lit, and we adjourned there, and wished each other many happy returns of the day, and dedicated a flowing bumper to all "absent friends", and another to our worthy old Captain, with 9 times 9 ringing cheers, and then again adjourned to the quarter deck, and danced reels and country dances until both Musicians and Dancers were fairly worn out.

Position at Noon: Lat. 39° 1' S.
Long. 125° 55' E.
Ther: 64°

And so Finis to 1838

1839

Jan. 1.

I opened my eyes on a most bright and glorious morning, the first of the New Year. Ah, where shall I spend the morning of the next New Year? Thank God I have health and strength to help me to fight my way in the Battle of Life in the New World, which we have now learnt to call Australia. The spirits of all were still elated, but in much milder form, than during last evening, but we did not forget all absent friends, in one more bumper of Champagne with all kind good wishes. In the afternoon, the wind got very unsteady, shifting about in all directions, but the weather throughout was very mild and pleasant.

Position at Noon: Lat. 39° 0' S.
Long. 130° 0' E.
Ther: 60°.

1839

Jan. 2 Another most delightful day, reminding us very much of those we so much enjoyed, on the other side of the Line. Very little Wind however and what little there is, is unfavorable. In the evening, it became very cold, a sure sign, the Old Salts say, of a southerly breeze tomorrow.

Position at Noon: Lat. $38^{\circ}46'$ S.
Long. $132^{\circ}0'$ E.
Ther: 60° .

Jan. 3 "Old Salts" quite right, a brisk steady breeze from the South, but which, about Noon fell away almost to a dead calm, for about an hour, when it sprang up again, in a heavy squall from the same quarter, but very much fresher than before. Great was the consternation, and fright, of all who were near enough to hear it, when during the first watch last night, about 20 of the Male Emigrants came aft, and reported to the Officer of the Watch, with hurried excitement, that there was a dreadful smell of Fire issuing forth from the Fore Hold. The Officer, promptly calling his Men together, went to examine, and report, and greatly to his relief, found that the smell proceeded from some tarpaulins that had been freshly tarred. [Much discussion took place this afternoon, about 5 o'clock, when, as reported by the Officer of the Watch, a sail was said to be in sight, which brought the Captain immediately up upon the poop, who at once declared that he saw it distinctly, and for the purpose of ascertaining her rig, and nationality, sent for his pet Glass, when lo, and behold, when he applied it to his eye, not a vestige of the vessel could be seen. This led to a grand argument, some, still

1839

Jan. 3
(cont.)

asserting, that there had been a vessel there, others, that it had been merely a cloud, or the spouting of a whale, and some more, that it was merely the reflection of our good old "ALFRED". The latter seemed a stunner, but, talking among the old Sailors, I am led to believe it was the right one, as it was asserted that it is not at all an uncommon occurrence at Sea, in certain Latitudes. It felt very cold all day, particularly towards the evening. About 8 p.m. a sad accident occurred to a poor Woman, who fell down a Hatchway, receiving such severe injuries, that locked jaw supervened. Singularly, but happily her child, carried in her arms, at the time, escaped without injury.

Position at Noon: Lat. $38^{\circ}43'$ S.
Long. $134^{\circ}1'$ E.
Ther: $63\frac{1}{2}^{\circ}$.

Jan. 4. During the 1st Watch last night, the Wind unfortunately changed to the S.E. From the Captain we learn that we are now in the very same quarter he was in during his last voyage to Sydney and where he was kept for over a week by baffling winds, not able to enter Bass' Straits, and he is very afraid of the same state of things at present, but he says that he was determined that if there should not be a change of Wind soon, he will go round the South of Van Diemen's Land, and not be bothered trying to get through the Straits. If this should happen, we shall then find out our own experience of what real cold weather is. At 9 a.m., there was a change of wind to E. by S. for worse than ever, but the Captain will run on till Noon, in the hope of a

1839Jan. 4.
(cont.)

change, and if it should not take place before then, he will put about to the South. He is anxious also, by the state of our provisions, as our live stock at present consists of only 1 Sheep, 1 pig, 1 Goose, and a Bantam Cock and Hen, so that it is very probable, that we shall soon have to fall back on Salt Junk. There being no change of wind about noon, the Ship was put about, keeping to the South, as much as possible, about S.S.W. In going about, a Whale rose up, close under our bows, not a very large one only about 40 feet long.

Position at Noon: Lat. $37^{\circ}40'$ S.
Long. $136^{\circ}38'$ E.
Ther: $63\frac{1}{2}^{\circ}$.

Jan. 5. A dead calm all day, with which all hands are delighted, as it is fully expected that a change of wind must soon take place, from a different quarter, and any change must be more favorable, than from the quarter we have been lately favored. It has been a lovely day, all throughout. About 6 o'clock in the evening, the joyful change took place, in the way of a nice breeze springing up from the N.W., which gradually increased, until we were bowling along, at Midnight, at the rate of 9 Knots an hour. Course E. by S. $\frac{1}{2}$ S. The sunset was a most glorious one, delighting us all, as well as the change of Wind.

Position at Noon: Lat. $38^{\circ}10'$ S.
Long. $136^{\circ}15'$ E.
Ther: $66\frac{1}{2}^{\circ}$.

Jan. 6 Wind veered round, blowing very strong from the S.W., in the morning watch, which, as the day went on, increased so very much, that a great deal of canvas had to be taken in. Even

1839Jan. 6
(cont.)

with only her Foresail, and double reefed Fore and Main Top Sails set, she was running along at the rate of 10 Knots an hour. At 8 a.m., we were only 30 miles off Land ---Cape Nelson. We expect to enter Bass' Straits tomorrow about Noon, and the Captain hopes to be out of them on the following day, about the same time, and then two days to Sydney. We accomplished, in our day's run to-day in 7 hours, the same distance as the "ALFRED" took in doing it, last voyage, in six days. The early part of the day was very pleasant, and the scene quite gay, for the greater part of our damsels were decked out in all their finery, to see that was right and fit to land in. Bonnets and Shawls seemed especially to be objects of great anxiety. For the fine forenoon, we had however to pay in the afternoon, as terribly squally weather came on, followed by a very heavy Sea, which washed all over the Old "ALFRED", and rolled her about worse than we ever experienced during the whole voyage so far. Course E. by S. $\frac{1}{2}$ S.

Position at Noon: Lat. $38^{\circ}35'$ S.
Long. $139^{\circ}8'$ E.
Ther: 67° .

Jan. 7

We have had a most stormy night, and the Wind is still blowing very hard from the S.W., a great deal stronger than is desired by the Capt., as he has now become very anxious and fidgety owing to the number of Islands and Rocks that abound in the Straits. At daylight this morning, our eyes were fixed, for the first time, on the land of our Adoption and a very wild looking part too, "Bold Head". All Hands were busy

Jan. 7
(cont.)

to-day getting out, and bending the Chain Cables. We are still running under very little Sail, and the rolling of the vessel, owing to the comparatively light draught of Water, is beyond all description. The knowledge that, of course, has passed along among the passengers, of the number of islands and rocks about, has caused much anxiety among the Females, and every time a heavy wave strikes the ship, and makes her shake, loud shrieks are heard from their quarter, under the dread and belief that she has struck on a rock. The whole day the Land has been very distinctly visible, especially Cape Otway. This day completes our 16th week at Sea, which I can hardly persuade myself to believe is the case, as the time has passed so quickly, but as a matter of fact I can honestly say, so pleasantly. There were a great number of very stiff squalls throughout the day, which often drove us out of our proper course, which lies E. by S.

Position at Noon: Lat. $38^{\circ}53'$ S.
Long. $142^{\circ}50'$ E.

Ther: $59\frac{1}{2}^{\circ}$.

X Jan. 8

The wind has fallen very much, the result of which has been that all sails have been set again. The scenery we have been passing thro' has been very grand, and we had the benefit of a most enjoyable day, and perfectly smooth water. We passed island after island, and one towering rock after another, and to eyes that have been so long looking upon scarcely anything else, but the "wide unbound sea", the sight of those precipitous and dangerous rocks, and apparently barren, good for nothing Islands was quite enlivening, and

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Jan. 8
(cont.)

cheery. We passed successively, often within a couple of miles, Curtis' Group, Two Peaks, Devil's Tower, Judgment Group, Hogan's Group, and Kent's Group, one or two of the towering rocks recalling to my memory the well known Bass Rock in the Firth of Forth. We were no sooner tired of looking at one picturesque rock, or island, than another hove in sight to claim our attention. The sight of Capt. Flint too is most cheering, as he is in great delight, at having such grand weather, and daylight, to go thro' them, and that all the difficult and dangerous parts are now behind us. We have certainly made a most magnificent run, since noon yesterday. We sighted today the first Australian coast craft, that we have yet seen, a small schooner, which judging by her course, was making for Port Phillip Bay. We made signals to her but got no reply, probably from want of flags.

Position at Noon: Lat. $39^{\circ}.36'$ S.
Long. $146^{\circ}.41'$ E.
Ther: $57\frac{1}{2}^{\circ}$.

Jan. 9

Our first report from our Bedroom Steward this morning, was of a most disheartening character, namely that we had a foul wind the whole of the night. I started up on deck at once, and found it only too true, from the N.E., right in our teeth with a very heavy swell, showing evidently that it had been previously blowing very strongly in that quarter. About 8 o'clock, however, it went round to the W.N.W., enabling us again to get into our Course, N.E. by E., but about Noon, the Wind gradually died away, and left us once more in a calm. About 6 p.m. it again sprung up, but unfortunately from an

1839Jan. 9.
(cont.)

unfavorable point, until Midnight, when it again changed, blowing strongly from the South, which the Captain lost not a minute in taking advantage of, clapping on every stitch of Canvas he could.

Position at Noon: Lat. $38^{\circ}54'$ S.
Long. $149^{\circ}20'$ E.
Ther: $62\frac{1}{2}^{\circ}$.

Jan. 10.

Fine strong breeze from the S.W., and a most delightful day, with smooth water. All the passengers in a great state of excitement, packing up, and preparing for landing, which we hope to do tomorrow evening. We have had land in sight all day, and have passed Ram Head, and Cape Howe. The Country, along various parts of the Coast, was on fire for we could distinctly see the smoke, and, at night, we saw the blaze, evidently a Forest on fire. In the evening, the Wind got ver unsatisfactory, shifting about in every direction, and often dying away altogether----the result of which of course, is, that we are making but very little way, and unfortunately, to add to our bad luck in having very unsatisfactory winds, we have got a current of $1\frac{1}{2}$ miles an hour against us, so that there is but a very poor chance of our landing at Sydney tomorrow evening.

Position at Noon: Lat. $37^{\circ}49'$ S.
Long. $150^{\circ}38'$ E.
Ther: $67\frac{1}{2}^{\circ}$.

Jan. 11

During the Middle Watch, last night, the wind again became foul, causing the Captain to tack, and stand out from the Land, for about four hours, when the wind came round a little in our favor. At daylight, a Ship was seen, steering S.W.

Jan. 11
(cont.)

The whole of the day the wind kept continually chopping about, but never actually going dead ahead, but very often dying away altogether, and then springing up very fresh, often in squalls. We have now got very warm weather back again, and at one time today, it was almost as hot, as on the other side of the Line. There were some tremendous large sharks seen in the evening, playing around the ship, very much larger than we have yet seen. We had a great deal of dancing at night, as probably it will be the last opportunity we shall have of dancing on the "ALFRED". We also made a collection for the Band, which they really well deserve, as they have afforded us abundance of amusement during the voyage, for every night, Sunday excepted, that the weather permitted, we kept them going for two hours.

Position at Noon: Lat. $36^{\circ}30'$ S.
Long. $151^{\circ}5'$ E.
Ther: $65\frac{1}{4}^{\circ}$.

Jan. 12

The wind today was much the same as yesterday, never continuing in the same quarter for more than three or four hours, but fortunately could be seldom called "dead ahead", altho' several times it became a dead calm. We sailed quite close to the Land, passing Jervis Bay, Illawara Bay, and the Five Islands, the scenery of the two latter being very grand indeed. On the Main Land, the appearance of the Country, all along, was very interesting to us, generally a bold shore, with high land behind, covered with trees to the very summit. Jervis Bay was the occasion of a great difference of opinion among a number of the passengers, many of them maintaining that it was Botany

1 8 3 9Jan. 12
(cont.)

Bay. At 12 o'clock however, when the observations were taken and the position of the "ALFRED" marked off, they were convinced of the mistake they had made, and those who had backed their opinions had to loosen their ~~X~~ purse strings. In the evening, we kept up dancing longer than usual, as the weather was threatening, and we wanted to get as much out of the Band as possible before it got worse. Before this, we had seen an English Brig steering along the Coast, evidently bound for the same Port as we are, so we immediately hoisted the Number representing the name of the "ALFRED", so that if she got in before us, she might report us as outside, which would ensure a Pilot coming out. About 8 o'clock however a dense fog set in all round, which was an awful disappointment to the Captain, who fully expected to be able to enter the Heads during the evening. He shortened Sail at once, in the hope that the fog would clear off, which it partially did, about 10. All the afternoon the Crew had been very busily employed, getting ready the Anchors, having the outside of the ship scrubbed down, and the Deck Cannons loaded, so that every thing might be in readiness, in the event of our being able to get in. All this time the Signal for a Pilot to come off had been flying at our Main Mast head. At 11 o'clock the Sydney Heads Light House appeared in sight, and every thing then appeared prospering, when to the utter dismay of every one on board, about an hour afterwards a brisk breeze sprung up right ahead. This was more provoking than anything that has as yet occurred, to be obliged to put about, just as our

1 8 3 9

Jan. 12
(cont.)

destination came in sight, but there was no help for it, we must dodge about until daylight. The Captain, all his Officers and Men, and a great number of Passengers, were on deck in great anxiety the greater part of the Night.

Position at Noon: Lat. $35^{\circ} 6'$ S.
Long. $151^{\circ} 18'$ E.
Ther: $68\frac{1}{2}^{\circ}$.

X Jan. 13

Instead of breakfasting in Sydney, as so many fondly hoped, we are as far off from the Heads as we were yesterday morning, and very little hope of getting there to-day, for the Wind is as foul as it possibly can be. We have been beating about all night, and all day, along the Coast off Botany Bay, and have gone "about Ship" no fewer than six times. We had no Morning Service to-day, on account of being obliged to tack so often, and expecting to get a fair wind at any moment. This reminds me of the great excitement yesterday, as to the hour at which we should probably land, and many were the bets exchanged on this momentous point, many stoutly affirming that they would today attend Morning Service at the Cathedral Church, others that they would dine at 6 o'clock in the evening at Petty's Hotel, and so on. The wind has kept more to the N.E. than in any other quarter, and, about 3 o'clock in the afternoon, it blew a very stiff gale, so much so, that they were obliged to take in a great deal of sail, Main and Fore top sails, both doubly reefed. All this, and putting about so often cause the greatest possible uproar on deck all day. During any lull in the weather, the Heads Light House was still distinctly seen.

1 8 3 9

Jan. 13
(cont.)

It would be difficult to report the Course of the Ship to-day, as there is not a point on the Compass that her Head has not been, one time or another, distinctly steering for. It continued to blow very hard from the N.E., till about Midnight when it began to fly about again.

Position at Noon: Lat. $34^{\circ}.21'$ S.
Long. $151^{\circ}.30'$ E.
Ther: $72\frac{1}{2}^{\circ}$.

Jan. 14

Wind still as foul, as foul can be. We stood far out to Sea during the night, and, in the Morning, when we approached the land again, it was hard to say where we were, but on nearing it, it was discovered to be the very same place, where we were yesterday morning. The wind continued all day in a Northerly direction, and we were kept beating about, as before, tacking fully as often, losing on one tack the distance we had gained on the previous one, the only consolation we had was that we did not lose ground. The Chief Steward seemed very much puzzled to-day what to provide for dinner, and we were equally anxious to know what there would be, and when it came on table, and the covers were taken off, it really did him a very large amount of credit. Of course, there was nothing fresh, but the various ways in which the salt provisions were dressed, as well as the many knick knacks, reflected the greatest credit and praise both for the Steward and the Cook. About noon, there was a vessel seen, steering across our Bows, and evidently bound as we are in getting there, being obliged to beat about. We hoisted the British flag, and

Jan. 14
(cont.)

she answered with the American. We then tried to have a little conversation together, but our Code of Signals being different, we did not get on very well. We were, during the day, often very close in to land, which presented a very bold, picturesque appearance. In the afternoon, there were some very hard squalls from the N.W., which always obliged us to take in our Royals, and To-gallant Sails, setting them again, as soon as the Squall was over, so that the Sailors have had a busy day of it. The first squall that came off, which was a very heavy one, opened our eyes and senses, as to what a hot wind was. My own feeling was simply this, that as I was working among the Men, taking in Sail, suddenly a blast of wind struck my face, which caused me to drop the rope and to cry out that the ship was on fire, fully believing that it was a blast of fire that struck me. I certainly cannot say that I quite appreciated the first puff I got of an Australian hot Wind. Cogitating about it afterwards, I was reminded of various stories I had read of the experiences of travellers across the great Desert of Sahara. That tantalising spot, the Sydney Heads Light House, was seen again at Sundown.

Position at Noon: Lat. $34^{\circ}.21'$ S.
Long. $151^{\circ}.48'$ E.
Ther: $73\frac{1}{2}^{\circ}$.

Jan. 15 Sad to relate, we are again almost in the identical position we occupied yesterday morning. Wind still in the N.W., and most oppressively hot. There are three sails in sight to-day, all steering towards Sydney. We kept beating about, until near Noon, when just when we were putting about ship,

1839

Jan. 15
(cont.)

the most tremendous hot puff of wind came, almost stopping the Sailors in their work, so oppressive was it. When it passed over, we found, to our great delight, that the wind had veered round to W.S.W., which was immediately taken advantage of, by altering the Ship's course, and as the breeze continued to increase, we were soon in sight of Sydney Heads, when we hoisted our Signal Flags, again announcing the approach of the "ALFRED". All the afternoon, there were hot puffs of wind blowing, affecting our eyes very much, as if they were impregnated with fine dust, or sand, and our faces had the appearance as if we had been long standing before a big furnace. Sir Francis Forbes, our great Australian Authority on board, explained that these hot Winds were caused by the ordinary Wind passing over great tracts of Country, usually at this time of summer season being on fire, and so carrying with it this unusually oppressive hot weather. When we were abreast of the Heads, about 6 p.m., it was blowing very strong, and we were only carrying the Foresail, and double reefed Topsails. We hoisted the usual Flag for a Pilot to come off, but no response came, so we then fired off both deck Cannons, but all to no purpose. Capt. Flint was very wroth, but determined to give them no peace, so continued firing the Guns, and burning Blue lights, until about 8 o'clock, when a Pilot came on board, and the Wind, by this time having abated a good deal, he immediately set all sail, and we passed thro' the Heads, two high bold points, one called the North, and the other the South Head. We continued beating about, tacking almost every 5 minutes,

1839

Jan. 15
(cont.)

until about 10 o'clock, when the wind having almost entirely died away, we were obliged to let go the Anchor, a little below Pinchgut Island, which was a safe Anchorage. Not far from us, another vessel lay anchored, with whose people we had some conversation, and we learnt that she was the Whaling Barque, "ELIZA FRANCIS", which had been out on the Whaling grounds for a long time and had been fairly successful, but had unfortunately lost her Captain about 5 months ago. It is beyond all human possibility to describe the glorious Sunset that there was this evening.

Position at Noon: Lat. 34° 12' S.
 Long. 151° 20' E.
Ther: 87°.

Jan. 16

At 4 o'clock this morning, "All Hands" were turned out to weight anchor. I got up, and went on deck, when I witnessed one of the most magnificent views that I ever remember. My saying that Port Jackson is one of the most beautiful Harbours that I had ever seen would not be testifying much to its renown, but, when Capt. Flint, who has been in all quarters of the Globe, and in almost all the celebrated Harbours of the World, declares that he has never seen anything equal to it, one may form some slight conception of its beauty. There are a number of Islands, and endless charming little Bays, branching off the Main One, the Shores and rising land at the back thickly studded with trees, among which, as we proceed on our way, every now and then a Handsome House, or picturesque Cottage, peeps out, while the Town of Sydney, with its Forts and Shipping all round,

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Jan. 16
(cont.)

strike one with wonder, when one considers what the spot that Sydney now actually stands on was, but only 50 years ago. The wind being very light, we were fully 4 hours beating up, but so beautiful and interesting was the Scenery, that the time passed very quickly. About 8 o'clock, the Anchor was once more let go, and a little afterwards, the Health Officer came on board, and after strict inspection of the ship and passengers, and looking over Reports from the Captain and Doctor, and after very grave consideration he, at length granted the usual Permit for the passengers to land. After the number of deaths that had occurred on board during the voyage, there were great fears entertained, at one time, that we should be sent to the Quarantine Ground. I was not long in going ashore, and touching Australian Land, for the first time. I landed at the Govt. Wharf, with many conflicting thoughts, very sorry that the voyage was over, and having to part with so many passenger friends, many of whom I might never meet again, and at the same time glad that I had reached the Land of my adoption, ready to begin the "Battle of Life." The voyage certainly was a very pleasant one and I really enjoyed it, from first to last, and also the companionship of my fellow travellers, with whom I was always on the most agreeable and friendly terms, but a new field is now before me, in which I must work and labour, instead of indulging in the easy, idle, and gay life I have been so long leading. On leaving the Govt. Wharf, I entered direct into George St.

1 8 3 9

Jan. 16
(cont.)

the principal one, from which all the minor streets branch off, and which I am told, is a very long one, about two miles in a straggling way, from end to end. We spent a long time in walking about the several streets. The town is not at all like an English one, being built very irregularly, of so many different kinds of Materials, and of all shapes and forms, some houses close up to the streets, and others away back. Men of all Nations are to be met here, and also of all colours, Aborigines, New Zealanders, Africans, Olaheitans, Lascars, and Chinese. We are also very much struck with the large number of Cockatoos, Parrots, and other Foreign Birds, that we saw, and also at the continued noise, as we thought, of spinning Mill's Machinery, in a mild form, but very much puzzled to find the Mills themselves, but we afterwards found out that it was the humming or chirping of Lacusts in the Trees. We also visited a number of the Public Buildings, some of which are well worth seeing. But one sight I did not like to witness, and that was the long strings of heavily ironed convicts, either at work, or going to and from their Barracks, strongly guarded by our own English soldiers. It was a degrading sight, and I felt somewhat ashamed of my new Country, and also full of regret that our fine, well drilled, and well set up Soldiers should be so disgraced and humiliated by being put to do such work. When we got tired of the Town, we went to visit the Government House grounds, Hyde Park and the Botanical Gardens, with all of which we were charmed, particularly the beautiful walks in the latter

1 8 3 9

Jan. 16
(cont.)

The weather was very hot indeed, but not so much as I expected, arising no doubt from our minds and thoughts being so fully occupied, with all the novel sights and scenes we have gone through, on this our first day's visit on shore. I must not forget to relate how astonished I was, on going thro' the streets of Sydney, to-day, to notice how many men touched their Hats to me. I was somewhat bewildered, in thinking how it was, that I had become a "Man of Importance" in a town I had entered for the first time, but on closer inspection, of my saluting friends, I all at once discovered that they were the Emigrant passengers of the "ALFRED" but so dressed out, and dandified, that it was almost impossible to recognise them at first. I am glad to be able to say, after speaking to one or two, that the greater part of them have already made good engagements. I must also mention that this morning after breakfast, Sir Francis Forbes, after an appropriate, neat speech, read to the Captain a letter, signed by all the passengers, expressing our warmest thanks to him, for all his kindness and attention to us during the voyage just concluded, and the confidence that we all along felt in his fine old Ship, under his careful and seamanlike command, congratulating him, on his safe arrival, at his destination, and wishing him a safe, speedy and happy return to his Family and his Native Land. A letter, couched in similar complimentary terms, was also presented to the Doctor, and Officers of the Ship. We may well compliment them, as well as congratulate ourselves, on having made such a grand voyage, as, since our arrival, we have heard of a Ship, now in Port, from England, that had

1 8 3 9Jan. 16
(cont.)

taken six months and eight days to even reach Adelaide, South Australia, after having lost a number of passengers, simply from having run short of provisions. We must also think ourselves fortunate, when we look around, and see the number of vessels that have been lying in Quarantine for Months. The length of our passage was 17 weeks and 2 days. On my return on board ship, from my interesting visit to Sydney, I found all on board in great confusion and uproar, arising from some shore people having smuggled some Grog on board, and made all the Sailors drunk, and Jack, when he is so, is not very manageable, but now when they got so much, they were very noisy and boisterous, refusing to do work of any kind. In fact, matters looked very serious indeed, when all at once, Captain Flint came out of his Cabin, and in a loud, firm voice sang out, "All Hands Man the Capstan bars", and every Manjack of them came aft, jolly and cheerfully, and set to work, and all was peace and quietness again, thus showing how well liked and respected, the good Old Captain is among his Men. On the Anchor being lifted, the "ALFRED" was warped to her berth, at the Walker's Wharf, and moved alongside, and now that the Grand Old Ship has finally reached her destination, I think it is time for me to conclude this scribble, called a journal, hoping that the time is not far distant when I shall have to begin the record of another voyage to wile away the time around the cold and bleak Cape Horn.

Jan. 17 Just left the "ALFRED", having had to say goodbye to every one on board, Emigrants, Sailors and All. Last night met

Jan. 17
(cont.)

some new acquaintances, not at all to my liking, none of whom I had ever met before, "Mosquitoes", simply awful and ferocious.

The lines, on the following page, copied from a Book, amongst others laid by passengers, for General Use, on the Cuddy Table, appear to me very applicable to the case of poor Clarke, our 3rd Officer, who died at Sea on the 21st October, 1938.

The Funeral at Sea

Deep mists hung o'er the Mariner's grave
When the Holy funeral rite was read,
And every breath on the dark blue wave
Seemed hushed to hallow the friendless dead.

And heavily heaved on the gloomy sea,
The ship that sheltered that homeless one,
As though his funeral hour should be,
When the waves were still and the winds were gone

And there he lay in his coarse cold Shroud,
And Strangers were round the Coffinless,
Not a Kinsman was seen among the Crowd
Not an eye to weep, nor a lip to bless.

No sound from the Church's passing bell
Was echoed along the pathless deep,
The hearts that were far away to tell
Where the Mariner lies in his lasting sleep.

Not a whisper then linger'd upon the Air,
O'er his body, one moment, his Messmates bent,
But the plunging sound of the dead was there
And the Ocean is now his Monument.

But many a sigh, and many a tear,
Shall be breathed and shed in the hours to come,
When the parents and family shall hear
How he died far far from his happy Home.

Copy of Letter presented to Captain Flint, on bidding him Farewell.

SYDNEY, 13th January, 1839.

Dear Sir,

We are anxious to convey to you, our warmest acknowledgments, for your polite attention to us, during our voyage from England, and to congratulate you on your arrival at your destined Port. With sincere pleasure we do so, and are happy to have an opportunity of assuring you, that the confidence we have felt in this fine Ship, under your careful command, has removed, during our voyage, every apprehension, and made our voyage a most agreeable excursions. We feel therefore, that the unanimous expression of our gratitude, on this occasion, is not only an Act of justice, but a tribute of our respect and regard, which we beg you will allow us to offer, accompanied with our sincerest good wishes for your future health and happiness.

We beg to remain,

Dear Sir,

Your very sincere and obliged Friends,

(Signed by every Cuddy Passenger)

The "ALFRED", on her return voyage to England, left Sydney on the 17th of March, 1839, with 11 Adult Saloon passengers, and a few children, and the following cargo, namely

2,232 Bales of Wool

10,000 Ox Horns and Tips and

1 Case of Seal Skins