**Shipboard journal of James Flint, passenger on the ship Silistria**

**sailing from Glasgow to Port Chalmers, July-October 1860**

James Flint’s original journal has been lost, but a typed transcription of it is held by the Hocken Collection, University of Otago, Dunedin, New Zealand. The transcription below was made by Laurence Hay from a photocopy of the Hocken transcript.

Punctuation and spelling are as in the Hocken transcript; editorial additions by LH are in italic type enclosed in square brackets *[sic]*.

**Euphemia Hay and her sons William, Joseph, James and David travelled in the Silistria on this July-October 1860 voyage and, like James and Mary Flint, were paying passengers in steerage. Possibly William Hay Snr was also aboard, as a ship’s officer or member of the crew. LH**

**July 25th** Left the Bromielaw wharf at 12 a.m. to-day on board the Steamer Craignish Castle. Steamed down the Clyde and joined the ship at the tail of the bank; great confusion amongst the passengers when embarking, got our birth No. 104 a small square enclosure containing two very narrow beds one over the other; found all our heavy luggage quite safe, sorted things as well as circumstances would admit; went ashore at Greenock and I remained there all night. Rejoined the ship.

**July 26th** Came on board to-day and matters still in as great a confusion; the Government Inspector came on board at 1p.m. and passed all fit for sea. Got our first meal on the ship consisting of soup and hard biscuit, each one acting for himself without order or regularity, after a great deal of bustle and irregularity, we managed to get our share.

Had divine service on board before the anchor weighed, at 5 p.m. steamer came alongside and towed us down to sea. Went to bed at 11 and had a sound sleep till 6 this morning.

**July 27th** Had tea and biscuit served out to us at 8 a.m. wrote a few lines to friend to be taken ashore when the tug left us. This day was calm without a breath to fill the sails, the ship heaving a little causing an unpleasant sensation. The tug boat took us out to the Mull of Kintyre and left us at 12 o’clock forenoon, they took ashore our letters and as they parted we exchanged a good deal of cheering. The Captain attempted to take the Northwest of Ireland it being a dead calm, we only drifted with the tide without making any progress. Remained on deck all day looking at the Hills of our beloved land. Went below at 9 p.m. and had prayers. We felt it very solemn on the mighty deep. Went to bed at 11 o’clock.

**July 28th** Rose this morning and found the wind had changed to the North which made the Captain alter his course instead of taking the outside of Ireland we were running down St. Georges Channel before a fine fresh breeze. Scotland was out of sight but we plainly saw England and Ireland on each *[side]*, the breeze increasing we were rapidly losing sight of land, at length all land was lost; the breeze still increasing the night looking ugly which made the seamen take in their studding sails, women and children getting sick. Mary *[James Flint’s wife]* stood it well this evening, was heaving a rope with the boatswain a native of Fife. Went to bed this night and owing to the rocking of the ship soon fell asleep.

**Sunday 29th** When we awoke this morning had a desire to get up but the moment we raised our heads from the pillow we felt the first of sea sickness. Mary was obliged to remain in bed, I with difficulty got on my clothes went on deck and found the ship roaring and dashing through the Bay of Biscay. Captain keeping up a crowd of canvass which made her lie down on one side; the deck so steep that one could hardly walk on it while at the rate the ship was going she was dashing the great waters of the Atlantic from her bow and sides in tremendous masses of white foam. I felt very queer this morning, came below again and found poor Mary retching and very sick; I went on deck for tea to see if she would take any of it (we get the tea dry but they boil the water so we mix it ourselves). Got tea ready and was desiring Mary to take some, filled up a cup for myself to set her an example. I had the cup at my lips when down my head goes and retching and vomiting commenced. I got a little better in a few minutes and went on deck. Mary was suffering very much, so much that I would give all that I possessed to have remained in Scotland, this was an awful Sabbath all the passengers sick more or less.

**Monday 30th** Much better this day Mary still very poorly got her to rise and go on deck for a few minutes but she was unable to remain, came below and lay down in bed, the doctor paid her a visit but gave her nothing. I got her prevailed upon to take a cup of tea and a mouthful of biscuit, got a little better and came on deck at 11 a.m. Not much wind to-day only a nasty rocking owing to the troubled state of the ocean after yesterday’s gale. Had dinner about 2 o’clock consisting of preserved potatoes and salt beef. Rations good but very badly cooked. Got Mary up on the quarter deck this afternoon the fresh air doing her some good. **4 o’clock p.m.** Still very calm, ship making little progress rocking from side to side, passengers lounging about decks reading etc.

**General remarks** Regarding passengers rations, berths etc., we have on board 270 statute adults (young children, about 12, counts half). Water is served out daily we get hot water for tea in the morning and leave some cold water with cook for our dinner, some days we get preserved soup for dinner, salt pork and salt beef with preserved potatoes alternately and tea and biscuit for morning and evening meals. There is three classes of passenger on board this ship, viz., steerage, enclosed steerage and cabin, the respective fares are £16, £18 and £30 the common steerage pass. are arranged in open berths or sleeping places in two lines on each side of the ship, one line above the other so that necessarily they must dress and undress in view of all. The young men being in the forward part of the ship divided by a partition from the married people, it is very disagreeable the open berths and would recommend no decent person to take it especially if married. The enclosed steerage, small places with two beds over each other with room to keep a chest. They are made of different sizes to suit families, we have altered our lowest bed and made it wide so that we are both sleeping in one bed and using the one over our heads for a press for keeping our little things. It is much more agreeable than the common but there is an awful annoyance in the noise and uproar of children on each side of us. The next class is in the poop, they are much more comfortable, they have a steward to attend on them. Any person that had the means ought to come in this class as I question if one in six would come in the steerage if they knew what sort of place it is. We are divided into messes not exceeding ten there is nine in the mess that I am in, one of us is captain for a week whose duty is to get the water, tea, sugar and all the grub from the purser or quartermaster then take from and to the cook. We are not getting it cooked overly well or at regular hours owing to some of the passengers giving the cook drink which makes him unfit for his duty, but things will get better by and by I trust as some of the passengers are on the alert to catch those who are so liberal with their grog.

Mary much better this afternoon after getting the fresh air on the poop came below at 9 p.m. had prayers went to bed.

**July 31st** Mary much better to-day got some coffee beans ground and made coffee for her which she relished better than any meal she got since we came on board. After breakfast she was quite recovered and went up on deck to the poop to sew. A passenger ship from New York to Liverpool passed quite close to us, both the Captains hailed each other, we all rushed on deck, gave three cheers to each other and rapidly passed each other. Three other ships in sight as I am writing this bearing south west, distance from us ten or fourteen miles *[16-22km]*. This a fine day with a nice breeze which keeps the ships much steader *[sic]* than in yesterdays calm. Passengers enjoying themselves reading, chatting, playing at chess etc. **12 a.m.** Passed so close to the Norwegian bark ‘Doris’ that you could throw a biscuit on board of her. She was outward bound like ourselves but lost her foretop gallant mast. The Silistria rapidly passed her though we were on the same tack. A little drizzling rain in the meantime **4 p.m.** Had dinner to-day at 2 consisting of salt pork and fresh soup, hard biscuit, got an allowance of preserved potatoes, rice to-day. Coming on very wet. Crew busy sending the anchor chain below, came on to blow fresh this afternoon. Ship making considerable progress.

**August 1st** Blowing fresh this morning, deep rolling sea. Ship still sailing on the same course since we left the channel, viz south south west. Nothing of importance up to this time. The evening keeping fine and steady had prayers to-night, one case of sickness on board supposed to be smallpox.

**August 2nd** Weather still keeping fine Mary not overly well took nothing for breakfast but one cup of coffee, was seized with retchings when she got up this morning. Saw a vessel in sight this morning passed ships studding sail yard in the water. Nothing to be seen but sky and water up to this 12 a.m. Passed a schooner this afternoon homeward bound spoke to each other by signals. Had dancing this evening and remained on deck till 11 o’clock a splendid night, moon shining beautiful on the water.

**August 3rd** This morning dull with slight rain. Breeze still keeping the same and wafting us rapidly over the ocean, ship running about 200 miles *[320km]* in the 24 hours. Mary quite brisk to-day. Passed a ship this morning bound to Glasgow, the Captains spoke to each other. The Captain and surgeon coming daily round to see that the passengers berths are kept in proper order. Nothing of consequence up to this time 12 a.m. Saw flying fish for the first time this afternoon, they very much resembled very small herrings, I only caught two glimpses of them as they rose out of the water and flew about 10 yards or so at a height of 1 foot 6 inches above the surface, rather interesting for a Scotchman to see the fish of the sea flying like birds. A sail in sight about 8 miles *[13km]* to leeward. Had preserved beef and soup for dinner to-day enjoyed it much better than the salt pork. This day cleared up finely with a nice breeze fair behind us. Getting more used to the ship and liking it better. This afternoon had fine fun with some of the passengers attempting to climb the mast, they were no sooner up a few yards than than *[sic]* some of the ships crew rushed up after them and secured them with ropes to the rigging until they came to an agreement to pay the fine the mariners imposed on them. Much to their annoyance but to the great satisfaction of the rest.

**August 4th** No sail in sight this morning wind still keeping fair making capital sum of it. **12 a.m.** two brigs in sight bearing West. Nothing interesting at the present time.

Second Sabbath at Sea

**August 5th** Had divine *[service]* this day at 11 a.m. Nothing interesting occurred throughout the day, weather beautiful and wind still keeping fair, passed a ship apparently homeward bound did not hail each other.

**August 6th** This a fine clear sunny day, weather getting warmer every day. Passed a French barque this morning. Saw some sea fowls diving about. Evenings getting very mild and the heat rather oppressive at night. Nothing of any importance occurring on board.

**August 7th** This day as usual since we left fine and wind favourable, nothing going but the ordinary occupation of attending to our Mess. **5 p.m.** wind blowing more fresh this afternoon, saw some flying fish this afternoon. Evening clear and ship making considerable progress. Came on to blow fresh at 10 o’clock tonight.

**August 8th** A stiff roaring breeze this morning the ship going 12 miles per hour *[19km/hr]*. It was truly a grand sight this morning when I went on deck the wind was free on the ship quarter, every sail rap full, her top gallant masts bending a little, great commotion on the water large surly dark green waves tipped with white foam rising and chasing each other the Silistria tearing and dashing over them while huge masses of surge and white foam was flying from her sides as she gallantly flew over the mountains of water that threatened every moment to wash her decks. We had a fine laugh this morning on account of some passengers who were sitting on the weather bulwark when an angry wave suddenly came dash against the ships weather side and gave all who were on that side a good shower bath which made them spring to their feet the ship at the time giving a deep lurch to leeward which sent them tumbling about the deck much to the amusement of all the rest. Three whales and one shark seen today but not near them. The breeze calming down as the sun is getting higher, some of the passengers sea sick today but we are quite well.

**August 9th** Came on to blow last night after we went to bed there was a good deal of displacement going on amongst the tin dishes making a very disagreeable noise owing to the deep plunges the ship was making., but it settled again this morning and we have now one of those splendid sunny days with a smart breeze urging us on and rendering the sun’s rays not so oppressive as it would otherwise be if it would be a calm. A poor old man got a smash in the face today with a block falling on him which cut his face severely. No sail in sight this morning as yet.

**August 10th** Still keeping fair with a pleasant breeze in our favour, weather getting very hot causing a most languid and enervating sensation. A ship in sight today right ahead of us and going in the same direction as ourselves, we are gaining greatly on her and expect to be up with her in a few hours. Not feeling overly well today with a nasty nasaeus *[sic]* sort of feeling probably owing to the change of diet. Water getting very bad and disagreeable for drinking. Wishing very much for a drink of good spring water, the ships officers and crew are very kind and obliging to the passengers. **2 p.m.** made to ship before us which proved to be the Clara Wheeler an American from Cardiff to Bahia 13 days out, the Captains gave each other the Latitude viz. 24o 26 Mercator north, the American’s calculation was 24o 50 M. it creates quite an excitement amongst our little community when we get sight of another ship.

**August 11th** One death on board today the deceased was an old woman and a native of the Island of Mull. She was very weak and exhausted since we left Greenock. She died at half past 3 p.m. today, it threw a heavy gloom on the thinking portion of the passengers.

**August 12th** This a fine and very warm day the sky very hazy preparation was made to bury the old woman, the manner in which they conduct these matters at sea is as follows: The deceased was sewn up in canvass *[sic]* by the sailmaker and lain on the ships gangway covered with the Union Jack, at half past eleven the passengers and crew mustered on deck, the Captain placed himself near the corpse and read the Church of England service for such occasion. It was a most solemn and striking scene to us on the great deep, the gangway was raised and with a dull heavy plunge the body was covered with the ocean never to appear or any memorial to mark the spot till that great day when the sea shall give up its dead. We all felt more or less on the occasion. Mary took it very much to heart, she was seized with a severe headache and was obliged to go to bed. About 2 p.m. we sighted the Cape Verde Islands owing to the hazy state of the sky we had no opportunity of seeing the Islands to any satisfaction but they appeared to rise to a considerable altitude above the sea level. It came on to blow very sharp after we saw them but as it was full on this ships quarter we did not mind it much. We soon lost sight of the *[islands]* as night came on the gale increased so that it kept the sailors busy furling their top-sails.

**August 13th** Poor Mary very poorly with the headache and sore throat, the doctor said it was a cold she got. It is very oppressive the heat and people are apt to rush on deck and uncover their heads and although the night air is mild here still it is very unhealthy, the most of us have sore throats more or less and the water is most abominable, we are mixing lime juice amongst it. Mary could take nothing she was so weak with the heat. I did not know what to do, she was that ill.

**August 14th** We had another death on board last night at midnight. It was a young infant. We had likewise an addition to our number in the shape of a girl, mother and child are doing finely. Mary much better to-day, she is up on deck and took some coffee and bread for breakfast. I am pouring with perspiration as I am writing this, so I must drop *[stop?]* and go on deck. All the ships crew and officers are very kind to Mary and I. We passed a ship apparently homeward bound last night. This day is heavy and cloudy, we had the heaviest rain last night that ever I witnessed, it was just as if one was pouring it out of a bucket we have nothing like it at home. It did not continue very long. We are almost becalmed to-day the sky is cloudy and keeps the suns rays off us but it is beginning to break through the clouds. This evening saw a great number of porpoises swimming about the ship. Saw also a ship a long way ahead of us. There was also a great meeting on board this afternoon about the water, they have been pumping it out of the casks with a force pump which is so greasy that it impregnates the water to such an extent that it is quite undrinkable, after a great deal of discussion it is arranged that there will be eight men set apart for going down to the hold and handing the water from each other to those on deck, they are to be paid by the ship for their work.

**August 15th** Mary was ill this morning when she got up but she is much better now, we are nearly becalmed to-day and the ship is knocking about without making any progress. Another sail in sight to the Eastward we are too far from each other to speak. Wind shifted to-day came round to the Southwest which makes us go a little off our course, it came on to blow very suddenly this afternoon, the first strong gale we had since we embarked, there was a great hurry strapping up every loose thing, cans rumbling about and a terrible hilloa amongst some of the females. Mary and I went up on deck and was quite amused at the bawling and shouting of the sailors as they were perched out on the yards busily taking in the sails, in a few minutes all the royals and sky sails were stowed and we were going under double reef topsails it was the first time we experienced one of these sudden tropical changes. We had the sun a little to the North of us these days. We have also had very heavy rain today.

**August 16th** We have a clear day with a nice breeze but not in our favour it is too much to expect a fair breeze all along but we would like it very much if we had it in our favour so as to get the sooner past this oppressive heat. There is a sail in sight to-day to the South West of us. I had a fine opportunity of seeing the porpoises to-day as we sailed right through a flock of them, it was very exciting to see them crossing and re-crossing before the ships bows in dozens and nearly on the surface. Sometimes they showed themselves completely out of the water, they are a very pretty looking fish and about four or five feet long and small snout with a fin sticking out of their back about five or six inches long. Had another great discussion this afternoon about the water, and the conclusion of it was that three or four of us is to take turn about going down to the hold for it, so as to save it being pumped up with the oily force pump.

**August 17th** To-day clear and very warm, hardly a breath of wind. Suns rays most oppressive. Shoals of dolphins swimming about the ship, crew and passengers casting lines to catch them but without any success as yet. All that I have seen of them they seem to be about the size of a tolerable large salmon which latter fish they resemble very much. The heat has been so oppressive for the last week that we have not so much as even a sheet over us at night, yet we are pouring with perspiration. We take our sheets and pillows up on deck and hang them on the rigging every fine day to be aired. No ship in sight to-day up to this time 12 a.m. Had preserved beef and soup for dinner today. There was one of the passengers caught a pilot fish this afternoon, it was a beautiful little fish and somewhat resembled a makrel *[sic]* only the blue stripes were broader than the latter. It is generally found in close proximity to the shark. Sailors maintain that it conducts the latter monster to its prey hence the name pilot fish. Some of the oldest seamen present declared that they never saw any of them caught with a hook before. This evening very hot.

**August 18th**We have another of those hot tropical days with a nice breeze in our favour. We feel the heat very enervating especially in the afternoon and after retiring to rest. Wishing very much for a drink of cool water. Getting quite disgusted at tea without milk. This day there were five ships in sight going in the *[same]* course as ourselves the nearest is about four or five miles *[6-8km]* behind us. We are keeping our distance pretty well from each other, did not see a ship since we left but what we beat except one American that fairly passed us last Sabbath afternoon. It came on to blow this afternoon, there was also a great row amongst the ships officers and crew to-night, it originated between the first mate and cabin cook, they quarrelled somehow or other, and matters ran so high that the passengers were ordered below, the Captain and the officers went forward to put the cook in irons, but he ran in to the fore castle amongst the seamen who all sided with him and for sometime we had the appearance of a mutiny on board, the Captain and the mate went in to secure the man but the sailors put out the lamps and commenced an attack on the officers in the dark. The first mate was soon roaring out murder, there was a bottle thrown at the Captain which nearly broke his skull. There is no saying how things might end but a furious squall of wind came on and one of the sails gave way which came down with a noise like thunder and startled us passengers as we thought the ship was a wreck however it had the effect of stopping the row as all hands turned to shorten the sail. It came on to blow furious through the night, we did not sleep much to-night.

**Sunday 19th** Blowing hard to-day wind contrary ship pitching very much, the crew were all called aft to the quarter deck this morning on account of last night’s disturbance, after some discussion between them and the Captain, they maintained that they would not allow him or the mate to put any of their number in irons for such a trifling matter as originated the quarrel last night, however both parties made friends. We were sorry about the poor cook as he is very obliging to Mary and I, does all our little knick knacks for us but the unpleasant affair is all over by now. We had some fine laughs at the expense of some of the young chaps to-day, owing to the wind being contrary and blowing a heavy gale, the ship was sailing close on the wind and pitching her bow in to the large waves rather deep sometimes. Some of the young chaps went up on the forecastle deck when all at once the ship pitched her bow under so that the huge rolling sea came clean over them drenching them to the skin, much to the amusement of those who were sitting abaft the main mast. Kept blowing heavily all this day, saw one ship to-day.

**August 20th** Not blowing so hard to-day but the wind is still contrary and we are beating up against it, we are about 240 miles *[384km]* off the Equator to-day. Nothing of consequence occurred today.

**August 21st** We have had the death of an infant on board last night, she was committed to the deep this morning after the usual service for such occasions. Wind blowing a fresh breeze to-day but still contrary. Numerous shoals of flying fish rising every moment and flying about in all directions. Two ships in sight this evening.

**August 22nd** To-day beautiful and clear with light pleasant wind. This our washing day which makes it very busy, every available rope crowded with linen. We have one day every week set apart for washing viz. Wednesday. Nothing of importance taking place to-day, about 3 p.m. we passed close to the Troop ship Windsor Castle going to India. Mary and I were thinking it was with this vessel that James Ireland’s daughter sailed, there was also two other ships crossed our bow last night apparently homeward bound, the wind still contrary, our course has been for some days nearly due west, without making much progress.

**August 23rd** To-day we have a fresh breeze but still contrary, ship still keeping her course westerly, passengers busy this forenoon turning up their beds and giving their places a thorough airing and scrubbing, a very necessary movement as some of the passengers are beastly dirty, there is a family beside us and personal acquaintances of mine Mr. McKenzie late merchants, Lobermory, who are a complete nuisance to us, they pretend all to be unwell but as the Captain says I think the greatest part of it is laziness, or they think it beneath their dignity to clean their berths. Some of these half-would be Ladies and Gents are miserable creatures creatures *[sic]* when thrown on their own resources. There is no sail in sight up to this time 12 o’clock. This afternoon passed quietly without anything of consequence occurring on board, wind a little more in our favour we are getting near the Equator now.

**August 24th** This has been our day at the great monthly scrubbing of decks and a mighty heaving and shifting of chests and boxes we have had and after a good two hours work we had all our space thoroughly scrubbed. We have some very careless and dirty people about us who cannot be at the trouble to keep either their persons or berths clean and are in consequence quite filthy with dirt and vermin. There are others who have not the taste to keep their things neatly and are consequently leaving their things about other peoples places causing a great annoyance to their neighbours, but we have always managed to keep our place snug and tidy and getting on nicely. No sail or anything to be seen today.

**August 25th** We crossed the Equator last night at 12 p.m. and we are sailing to-day in the Southern division of the Globe, we have a strong steady breeze to-day and the ship is only 1½ points off her course, we have very hot weather for some days back, much hotter than when we had the sun right above us, we have now a bright cloudless sky, whereas when we were right under the sun the sky was generally cloudy which prevented the suns rays from falling on us so fiercely but at the same time the nights are more cool, we have been going to-day at the rate of 7 miles an hour *[11km/hr]*.

**August 26th** We have had the death of an infant of 6 or 7 weeks old last night and after the usual service was committed to the deep. The surgeon was very drunk to-day while we were at Divine Service to-day and when Mr. Bennet was saying the prayer (Mr. Bennet is a gentleman from Edinburgh a very pious man and regularly conducts the prayer meeting daily) the doctor bawled out in the middle of the sermon, hear hear that will do, the Captain instantly came down of *[sic]* the poop and took him in to the cabin. One ship in sight to-day but we are too far away from her to see what she is. We saw a large hawk this night flying about the ship and resting itself on the yards, it was driven out to sea some way or other and was necessarily glad to rest itself on the ship.

**August 27th** Very clear and hot to-day. Nothing of consequence going on to-day as yet. Ship not making so much progress as she did yesterday we were sailing at the rate of 8 and 9 miles *[13-14km/hr]* yesterday. To-day we are only going about half that rate. Mary has commenced to make very nice puddings of the hard biscuits, they are very nice when mashed down and mixed up with some raisins. The evenings are getting beautifully clear and cool these few nights back. There is always something or other to take up our attention, some of the passengers are very cheery but when a person has nothing more to do than chat and read he soon tires of it. We are now sailing to the Southward and I think not far from the Latitude of the Island of Ascension. We crossed the Equator in Longitude 21o West and as our course since then has been nearly due South inclining to the West a little, I conclude we are in a straight line between Ascension and Brazil. Sometimes the Second Mate tells me what Latitude we are in.

**August 28th** To-day a clear sunny day the same as yesterday without anything out of the ordinary occuring *[sic]*, as for sights, we see only sky and water with innumerable shoals of flying fish rising in all directions, it is very nice to watch them mount on their bat like wings, we generally pass the most of the day on the poop. Mary sewing, reading, chatting and endeavouring to make the time pass as pleasant and free as possible from the dull monotony of sea life. We are just preparing for dinner as it is past 12 o’clock. Mary always gets a can of nice fresh soup from the Cabin Cook which serves us both so that we are not taking any of the salt pork and beef. Mostly all the children and a good many of the adults have had a nasty rash break out on their bodies, but really I do not wonder at it for some of them are going on as if they never got or never will get enough of meat, the consequence is that they are taking so much their arms and face are all disfigured with an ugly rash, the more temperate a person in his living, the better he will be on board a ship, a great error is committed by many persons eating so much beef and pork while they maintain that eating much is conducive to their health and at the same time they look like a person that the smallpox has broken out on. There has been no ship in sight up to this time, ½ past 12. A heavy squall of wind accompanied with rain came on this afternoon very suddenly, changes are very sudden here, it continued for half an hour and then cleared up bright and sunny as before but leaving us a smarter breeze to waft us on.

**August 29th** We have still a fine bright sunny day and a smart South East Trade Wind, which we expect to have for some time now. Nothing of any consequence going on to-day. Captain inspecting the berths to-day, he generally does so once or twice a week.

**August 30th** It came on to blow rather heavily through the night and the ship was tossing and pitching so much that it was quite uncomfortable when we awoke this morning we found ourselves almost standing right up in bed, also the main top gallant sail was split through the middle with the wind however as the sun got up it has calmed down again. After ten o’clock it came on rain and sudden squalls of wind ship sometimes sending showers of spray over her sides which gives some of the passengers a sound ducking. We have seen no ship in sight this considerable time back. We have much stronger winds since we crossed the Equator than we had on the North of it, and the weather is getting much cooler, though we cannot walk along the deck, so pleasant as heretofore as the ship is pitching more which makes us landsmen take a race sometimes much against our will. We have always a daily visitor at our berth in the shape of a black cat belonging to the Second Mate which he has promised Mary when we reach Dunedin.

**August 31st** Today clear and sunny with a strong South East trade wind. There is a ship some few miles to leeward of us at the moment going in the same direction as us. We are coming a little nearer each other, passed the ship in sight this afternoon the Silistria going at the average rate of 8 miles an hour *[13km/hr]* for some days back. We are always endeavouring to wile away the time as cheerful as possible.

**September 1st** We have the wind more in our favour today and we are beginning to change our course and keep more to the Eastward. This day not so pleasant as what we have had of late owing to the heavy showers of rain we are experiencing every now and then, the ship however is making good progress, while I am writing this the Purser while taking out the stores from the hold and after handing up a large jar containing lime juice when the ship gave a lurch and the jar was smashed to pieces, we were fortunate in being on the right side of the ship and so escaped the inundation, those who have got their places wet are raising a mighty din about it.

**September 2nd** A fine pleasant day this with a light breeze nearly our quarter ship bearing south south east. We have always a sermon read every Sabbath and prayers every night at 8 p.m. Nothing of importance to communicate for this day.

**September 3rd** We are nearly becalmed to-day and the ships crew are busy rigging studding sail yards and hoisting all the extra sail they can catch the light air which is nearly right behind us, we are getting much more contented with our sea life now than we were at first. **2 p.m.** there is a ship visible on the horizon to the Southward of *[us]*, she is too far off to make out where she is bound for **this** **evening** is quite calm and the ship is only rocking with the swell of the ocean from side to side resembling the rocking of a cradle. Passed the American ship Black Sea from Sydney to New York out 79 days, we had a good deal of hurrahing as we passed quite close to each other our pipers blew long and fiercly *[sic]* on their bags as we slowly sailed past each other, we all get quite excited now when a ship comes near us as it helps in a great measure to rouse us from the dull monotony of sea life.

**September 4th** The weather suddenly changed last night and came on to rain the wind also shifted round to the south against us, we are sailing west to-day with a strong breeze, there is great numbers of birds called by the sailors Cape Pigeons hovering about, they are all black with white rings about their eyes and about the size of a middle sized hen. I have also seen an Albatross this morning it is a large white bird like a goose with dark coloured wings as they were not sufficiently near, I cannot speak explicitly about them, this day is dull and cloudy.

**September 5th** A strong breeze of wind from the Eastward this morning and the ships head is laid South East so as to round the Cape of Good Hope. Saw two whales of gigantic dimensions this forenoon they rose about three miles from us. We also caught one of the Cape Pigeons this afternoon, they are like the black diving birds seen on our own coasts only instead of being black they are striped with white across the body and wings. A ship in sight this evening made no signals to each other.

**September 6th** Came on to blow a stiff breeze last night accompanied with a heavy swelling sea. We are going on course finely to-day, nothing of any consequence occurring to-day with the exception of one death on board, that of the young infant that was born on the 14th of August, it was doing well till the last two days. It was buried today with the usual ceremonies.

**September 7th** We have a strong roaring breeze this morning full in our favour the ship going at the rate of 9 and 10 miles an hour. We are now in or near the Latitude of the Cape but we are 14o off Longitude to the Westward of it. This afternoon the wind increased one of the studding sail yards gave way, fortunately without injuring anyone as evening closed the sky became cloudy and commenced to rain.

**September 8th** We had an awful fall of rain last night the wind also shifted round to the Northwest, when we awoke we had the disagreeable mortification to find the water dripping down through the deck seams, wetting our bed that we had to get up and pack it into a dry corner, our next door neighbours had rare work through to the night as the *[sic]* owing to the shifting of the wind the ship lay over on our side when down goes their crockery and in one minute all was ruin, we have escaped pretty well from these mishaps but we always pack our things in such that they won’t stir. It is showery to-day but the wind has fallen considerably.

**September 9th** We have a cold and sharp day, we are all feeling the cold now after coming so rapidly through the warm weather about the Equator. We have a fine fair wind to-day large flocks of Cape Pigeons following us.

**September 10th** Weather clear and wind favourable nothing of any consequence occurring on board to-day.

**September 11th** Wind shifted this morning at 4 o’clock not so favourable as we had last week. It is throwing us a little to Westward of our proper course. It was very cold to-day, after 2 p.m. that we could not remain on deck any length of time. Saw a ship this morning a considerable way to the west of us could not make out what she was.

**September 12th** Wind keeping about the same as yesterday this day rather colder than yesterday, nothing to be seen to-day except flocks of Cape Pigeons following the ship for the refuse thrown overboard.

**September 13th** The wind has been contrary for the last three days we are making little progress, the ship is sailing nearly west to-day. Yesterday the deck was full of the passengers luggage so that a person could not stir owing to the crowded state of the deck with the boxes. It was one of the few days passengers get access to the chests stowed in the ships hold. To-day still cold but the weather clear. This is our baking day, there are two days in the week set apart for every 10 messes to bake. Our days are Monday and Thursday. Till within the last week every one baked as they liked, and consequently there was a great confusion some monopolied the cooking gallery, while others had to wait three hours before they could get any bread in the oven, so when the cold weather came on the following arrangement was made which is proving satisfactory to all parties, i.e. ten messes to bake every day and get the use of the oven from 7 a.m. till 5 p.m. there is 30 messes on board, every mess varies from 6 to 10 individuals by this method every one gets their proper share, there is some very curious dishes cooked at times, I have seen some putting nearly as much sugar in their broze *[sic]* as meal and a pretty heavy dose of butter while again I have seen some north country women putting a handful of raisins amongst their tea. I can’t say how I would relish it that way, as I have not tried it as yet. There has been nothing to take up our attention for some time back, and we weary exceedingly at times. We often think of all our dear friends and the nice and comfortable way we were amongst them. We have another death on board this afternoon, there has now been five deaths since we came on board at Greenock, this last was a young girl aged one year eight months, the young ones are not standing the sea well at all, people that have very young families ought to look well before they come on board a ship for a long voyage like this.

**September 14th** There is a strong breeze to-day the ship is sailing a good deal nearer her proper course this morning. The funeral of the little girl that died yesterday took place this morning at 10 o’clock, this is the second child that the same people lost since sailing. This day sharp and cold, a great many suffering more or less from cold. I have amongst the rest a touch of it but we have every reason to be thankful as yet we have had most pleasant weather since we left up to this time the greatest inconvenience we have had was those hot days we experienced about the Tropics and as to storms as yet, I experienced more tossing between Granton and Burns Island when I was through seeing Mary last March true the seas here are deeper but not so broken as on the coasts.

**September 15th** Blowing hard this morning when we got up it was with difficulty that I managed to go the length of the Cook House for tea water. The ship pitching and rolling so much. Ship going under double reef topsails wind increasing in force after midday when it came on a regular gale we had very little sail up and the lee scuppers were buried in the water every now and again a huge wave would come bursting along the ships side completely flooding the deck. If on deck you would be sure to get wet to the skin in a few minutes. Sometimes when there was a heavier sea than usual came over the water was pouring down the hatchways. Some of the chests also broke away from their fastenings and rumbled about the place fortunately without injuring anyone and as to minor little things there was no end of them flying about the night coming on and looking worse the sea rising to a fearful height it was terrible to see the ship springing over these mountains of water and plunging in to the deep especially to people not accustomed to it, but it is common thing to get some rough weather of *[sic]* the Cape.

**September 16th** It blew fearful through the night but early this morning it settled down and at midday we had not much wind but still a turbulent sea after the late gale, the wind is turning round more in our favour this evening and the ship is going at the rate of 8 & 9 miles an hour. Latitude 42o South and 7o West Longitude.

**September 17th** A strong steady breeze right behind us. Ship going almost even to-day. We have all mostly a touch of the cold more or less. Nothing of consequence going on in the meantime. There is a good deal of grumbling amongst the most of the passengers on account of water coming through the deck seams and wetting all the beds. We have been fortunate in that respect as we were only annoyed with it once but we got the carpenter to make it right next morning, the wood has contracted with the heat in passing through the Tropics, people must expect some disconvenience and annoyance on board a ship. Our greatest grievance is the bad way in which the rations are cooked but in that respect we are not so bad as some of our neighbours as the Cabin Cook does a great many things for us when he has time in fact the whole of the crew from the Captain downwards are very kind and obliging towards us, so that numbers of the passengers are quite envious and enraged when they see the officers so obliging to Mary. There was another death on board this afternoon, deceased a young girl 16 months old, she is to be buried tomorrow at 10 a.m.

**September 18th** We were awoke last night by the sailors bawling and pulling at midnight it came on a gale through the night and the ship was lurching fearfully when we arose this morning found the ship snugly reefed and flying before the gale. The sea at the present is running fearful high our next neighbours had the misfortune to get a small chest of drawers capsized and smashed and sundries little articles destroyed, some how or other they have been so subject to such disasters since we left that I believe if we have an extra long passage that they wont have but fragments landed. We had a young lady to tea with us this afternoon a Miss Park from Glasgow, the first we have had on board the Silistria.

**September 19th** This day showery looking with a strong steady wind fair behind us and deep rolling sea very cold to-day. We are sparking along at a fine rate as I am writing and making straight for New Zealand **2 o’clock p.m.** the wind has shifted round a little to the south, but we have it still on the ships quarter and making a capital run this afternoon. We have also heavy showers of hail this afternoon. Nothing of importance occured *[sic]* this day

**September 20th** A strong steady wind today full in our favour we are going at the rate of 9½ miles per hour. It is very cold today after the hail showers we have had last night . It is very showry *[sic]* looking today likewise. We were in 6o East Longitude and 47o South Latitude yesterday. We have a job to keep ourselves warm as there is no fires allowed except what is required for cooking. We have not seen a ship this long time back. There is always a lot of Cape Pigeons accompanying the ship picking up what refuse is thrown overboard and at times we see a huge Albatross. It is a splendid bird and measures about 6 feet or so from tip to tip of its wings, their colour is white except the top of their wings which is dark.

**September 21st** We have a fine mild day not near so cold as we had it last week. Nothing of interest taking place amongst us. The wind still favourable and steady, the ship has run for the last week at an average of 9 miles an hour. There has been another death on board this afternoon, it was also a young infant and after the burial ceremonies, was committed to the deep.

**September 22nd** We have had it rather rough, last night it came on to blow about 9 o’clock, one of the studding sail yards broke right through the middle and the sail came down flapping with a noise like thunder about 4 this morning it settled down again and at present we have a fair and steady breeze in our favour, we have very often showers of hail and bitterly cold at times.

**September 23rd** We have had it very wet and disagreeable this morning but towards the afternoon it cleared up. This is the 9th Sabbath at sea, nothing of consequence occurred today.

**September 24th** Came on to blow hard through the night the ship running before the gales as daylight came in it has come rather better but still ugly looking and bitter cold. We are making great way today as the wind is right behind us. There is another death amongst the young today. It is the third child the poor parents have lost and they are in an ill way about them. It is pitable *[sic]* to see the young infants wasting away to mere skeletons, but we have reason to be grateful to our Creator as we are enjoying very good health yet. This is the 9th death on board since we left one aged person and 8 infants.

**September 25th** We have a nice pleasant day, the sea not near so rough as it was yesterday all the sails are set and we are sailing along quite pleasantly – the child that died yesterday was committed to the deep at 10 o’clock this morning, we are all longing very much to get on shore again, the weather, since we came abreast of the Cape has been very cold and disagreeable with high winds and deep rolling sea. This day is the warmest we have had since entering the Southern Ocean. We do not expect it warmer till we reach land now as this is like the month of February at home. We are a long way south in Lat. 47. We passed Prince Edwards Islands about six or seven days since but did not see them and we have no expectation of seeing land now till we reach *[New Zealand]* which I hope will be something under 30 days. We had two young ladies to tea last night and enjoyed ourselves finely. Mary had everything so nicely that they were quite astonished. One of them was Miss Park. I mentioned in a preceeding *[sic]* part of my journal and the other a Miss Sinclair whose father has been out in the Colony for 13 years and in a wealthy way. Sighted Marion & Crozets Island this afternoon and ran down the West Coast of it. We were about 15 miles of *[sic]* it and would have a splendid opportunity of viewing it had the day been clear. The North End rose to a great altitude and was enveloped in a dark mist but we distinctly saw the Southern end of it. It greatly resembled in outline the Island of Rum in the West Highlands the hilltops were covered with snow and sunk gradually lower toward the south when they terminated in a little round hillock very like Dungallou Point at Lock Lunart, the North end was very abrupt and high but I really thought I was looking at the highland hills when viewing it, the resemblance was very striking. It came on to blow very fresh and squally when we were of *[sic]* it which made the good ship Silistria lie over rather disagreeable in the water.

**September 26th** Today wet drizzling rain very disagreeable to go on deck wind favourable and light. Nothing of importance up to this time **11 a.m.**

**September 27th** We have a nice mild day with fair wind hardly any sea rising the ship consequently going very steady and pleasant. Time is materially altering since we have commenced to sail Eastward at the present time we are three hours before Greenwich time. We are taking our breakfast at 8 o’clock a.m. exactly when it is 5 o’clock with you in Scotland are getting out of bed. I have kept my watch going at Glasgow time since I left and found as long as we were sailing to the west I gained daily on the ships time till we turned to the East then the ships timepiece made up and when we crossed the Meridian of Greenwich we were even with each other, after that the ship has been gaining on me every day till the ship time will be 9 hours or more before me when we reach Otago.

**September 28th** This also a fine clear day the air rather chilly and the wind Northwest. Yesterday the wind was West South West and much colder. It is quite contrary at home when the wind blows from the North it is always colder but here it is warmer while the South is the coldest coming from the Frozen region about the South Pole. When we came in to the Southern Ocean the compass varied a point or two so that in steering East by South we are going right East. There is nothing of any importance going on amongst us in the meantime. One woman in the hospital ill of Dysentery, numbers have bowel complaints but thank God we have not suffered anything except sea sickness at the first and a touch of the cold latterly, but for all that we are jogging on as well as our present circumstances will admit with our Silistria rifle corps and various amusements we are endeavouring to pass the time as lightly as possible. We have seen one ship some time before the coming to Cape and there is little chance of seeing any in our present course now. Always chilly cold days and sometimes it is very uncomfortable. Passed the Southern group of the Crozet Isles this afternoon but we were far off and they appeared only as a speck on the horizon.

**September 29th** We have a strong Northerly wind today the air is bitter cold and the sky looks gloomy and disagreeable. We wont have much running about decks today owing to the cold.

**September 30th** This is our 10th Sabbath at sea. Very cold and showry with a strong breeze from the South West. Nothing of importance occurred today.

**October 1st** Day still cold and showers of snow falling. Strong wind as yesterday the ship sailing at the rate of 10 miles an hour *[16km/hr]* for some days back. Expecting to reach New Zealand in 20 days more.

**October 2nd** This day much milder than yesterday but still cold wind not so strong but steady. We are all longing very much to reach our destination, at the same time we are getting used to our floating house and do not feel our disconvenience so much as we did at first. Mary is getting a first rate pair of sea legs that she can walk and run along the deck no matter how the ship pitches. The Captain was telling her the other day that she was quite a brick as she could walk on the deck better than some who have been a year in the ship. Saw great numbers of porpoises swimming about today.

**October 3rd** This is a fine day much milder than it was yesterday. The wind is right behind us and consequently the ship is making good progress, we had dancing on deck last night and carried it out till a late hour. The time is a long way ahead of home time where we are at present nearly 5 hours so that when we are taking our breakfast people at home will have it 3 o’clock in the morning. We have made an excellent run for the last two days always had the wind fair or nearly so and the Silistria averaging 10½ miles per hour during that time. There was a search lately made in the young mens place in the Fore Hold on account of a lot of porter and hams and cheese being stolen, but they failed in detecting the culprits, but one of the mates afterwards caught one of the sailors with a bottle of Porter, and I hear the Captain threatens to make the fellows pay for the missing articles. Nothing of any consequence has transpired amongst the passengers for some time back all are well up to this date.

**October 4th** Came on to rain last night the wind also increased and by midnight it blew a gale which drove us on route at a rapid rate. However the weather got more settled as the morning advanced and at the present time we are rapidly running before a strong breeze. There is a deep swell on the sea today which makes the good old girl (as the sailors call the Silistria) pitch and tumble about rather uncomfortable at times. We had one of those scenes transacted on board today which would shock the feelings of any right person on beholding it. A terrible quarrel between the Captain and the Cabin Cook which had the appearance ending fatally but fortunately not so. The row originated about an old beef barrel which the cook took possession of but which belonged to the Purser and as the latter wanted the Cook to give it up as he (the Purser) had promised it to one of the passengers for a tub, to which the Cook would not comply, whereupon the Purser went to the Captain and lodged a complaint. The latter called the Cook aft to the Poop and desired him give up the cask to the owner instead of doing so he gave the Captain all the most abominable language imaginable. The Captain ordered him down off the Poop to his duty but instead of doing so he still provoked the Captain by calling him all the first class vagabonds etc. whereupon the Captain called for the mates to get the irons and secure him upon which the Cook ran to his galley the Captain armed himself with pistols and went along to the galley to secure him and as the Captain entered a terrible scuffle ensued the cook had a knife given him by one of the sailors which he used freely and cut the Captain in the forehead so that the blood was streaming down his face in large quantities and as they were grappling with each other the Cook again got his hand loose and had it not been for the carpenter that seized him by the arm he would undoubtedly have driven his knife through the Captain as it was he cut the latter’s hands and face at length they had hauled him in to the cabin where he is properly secured. The Captain showed great forbearance in not sending a ball through him as it was quite lawful in him to do so on account of the mutinous and murderous disposition displayed by the Cook towards him while executing his duty. But I believe the foolish fellow had thought on the help of the seamen and trusted to it, but as the Captain was armed with revolvers they did not think it wise to interfere with it this time his former row instead of teaching him only emboldened the consequence is that he will lie in irons and be delivered up to the proper authorities and as his crime is amongst the blackest in Naval Jurisdiction it will very likely end in transportation.

We are sorry for the poor fellow but we can by no means sympathise with him. You who may read this will no doubt be anxious to learn what sort of man the Captain is and as far as we have seen of the man he is most attentive to his duties both by day and night and does all in his power to make us all as comfortable as possible but he has a great aversion to those that wont keep their berths clean or properly made up of which there is a great many in this ship, but as he never had any occasion to say anything to Mary or I in regards of these matters we have found him a most kind and obliging man and so does all who desire it of him – and whatever may be the issue of our voyage we find the Captain always at his post and watchful and always on deck at night till 12 o’clock and if there is the least appearance of a gale on deck all night he makes it a point never to leave things to his subordinates and nothing gives passengers more confidence than seeing themselves under a steady and vigilant commander. The Cook is now lying in irons in the Poop and no one gets access to him but the officers.

**October 5th** The wind increased to a gale last night accompanied with rain and today we are scudding gallantly before it. There is no word of yesterday’s quarrel and all are as usual at their respective posts. Except the Cook who will be kept in confinement till we reach New Zealand. This afternoon it blew furiously and we had only double reef and Topsails and Fore sail up and with that reduced sail the ship sending the lee studding sail yard in the water and the Bulwark sail was in the water at times as he lurched over, it kept blowing fresh throughout the night.

**October 6th** This day wet and nasty tumbling sea not much wind and the ship only sailing 5 miles an hour. Our present Longitude will be about 90o East and 50o South Latitude and sailing directly Easterly. Nothing of importance to mention today as yet, seeing nothing but sky and water, with some of the sea fowl I mentioned in a preceeding *[sic]* part.

**October 7th** A fine mild day but showry *[sic]*. Ship not making much progress owing to light wind, breeze freshened at night and we are sailing at the rate of 8½ miles per hour.

**October 8th** Rather cold today and a strong breeze in our favour. Nothing of importance to state at this time.

**October 9th** A dull disagreeable day this with strong wind and heavy sea, ship plunging and rolling most uncomfortable. Sailing under reduced canvass *[sic]*, however the day is a little better now as I am writing this. The Cabin Stewart was laid up in bed yesterday and today and the Captain requested Mary to see things right for them *[i.e. for the cabin passengers]*, so she has been Stewardess for this and right glad the Captain was as he declared he did not get a thing rightly done till today, they were all wishing Mary would continue at the job.

**October 10th** Last night as I was up on deck about 8 o’clock and just on the point of turning below for prayers the ship was suddenly struck by a tremendous squall and lay over very much, her tall masts bending under the press of canvass while the wind howled and roared through the ropes and spars while above the storm the Captains voice was heard calling all hands stand by the haul yards, the deck was so steep that one could not walk without holding on with their hands, in a short time the Top Gallant sails were furled the Topsails double reefed the Mainsail hauled up and secured and under her reduced canvass the Silistria once more flew before the gale at the tremendous rate. The night was pitch dark and nothing to be seen but masses of white foam flying from her sides, the scene was altogether such as one does not feel at ease in, the gale still increasing in fury by midnight it was fearful and the sea rose to a frightful height while the deep lurches the ship gave now and again from side to side made us almost fancy she was going to be sucked up by the furious waters. There was an awful noise through the ships barrels, boxes and tin cans rumble and rattling while on the deck they have a sort of house containing a pig, three dogs, some hens and peacock while around it are lashed some empty Hogsheads for containing water and sundry things of that description. However the house broke away from its fastenings and rumbled from side to side, you can fancy better than any pen can describe what a medley it was between the pig squealing the dogs howling hens and peacocks joining in the chorus while we the inhabitants below in our beds sometimes our heads below us and our feet sticking up as if we were standing on our heads and feet alternately passed a very uncomfortable night within hearing of the uproar above us. But thank God there is no damage down *[done?]* worth telling. At half past 7 this morning the vessel shipped a sea which came down the main hatch and nearly drowned a woman that was at the foot of the hatchway, by this time it is much better and the sun is shining finely. I forgot to mention that there was great hail showers throughout the night and this morning. This day we are in 105o East Longitude and in 48o South Latitude. Saw a ship this afternoon crossing our bows supposed to be bound for Australia.

**October 11th** We have a fine sunny day with fair and light wind quite a contrast to yesterday’s gale, passengers bustling along the decks airing themselves, a very slight shower of rain this afternoon.

**October 12th** This also a fine mild day with slight drizzling showers of rain. We had a birth of a male infant on board today which makes two births and 9 deaths since we left. We are now in the Longitude of Australia about 2000 miles from our destination.

**October 13th** We are sailing along nicely today the wind still keeping fair and the weather much milder than it was. We will probably have light winds till we round Van Diemans land. There was a Memorial drawn up by the passengers and will be presented to him *[i.e. the captain]* on our reaching Dunedin expressing their thankfulness, to him and his crew for the official manner they have discharged their respective duties and the kindness they have shown towards the passengers.

**October 14th** This is a fine sunny day the wind very light and the ship only going at the rate of 3 miles an hour.

**October 15th** Still very fine with a stronger breeze than yesterday. Expecting to reach New Zealand in a week more. After this nothing of any consequence occurring on board.

**October 16th** Nothing of importance to state this day. Wind light and pleasant.

**October 17th** Wind a little stronger today and ship making better progress.

**October 18th** There has an accident befallen Mary this morning when on deck the ship gave a sudden lurch and she went running to the lee side where she struck her leg below the knee which has been so severe though not cut, that she has been compelled to lie in bed. But I trust that she will be alright in a short time. There is a strong Northwest breeze today and the ship is going at the rate of 10 miles an hour. Saw some large fish this morning leaping out of the water like some Salmon, they were too far away from us to know what sort they were.

**October 19th** Mary is less pained today and still in bed, weather is still fine, ship only sailing 5 or 6 miles per hour.

**October 20th** Mary’s leg much better today she managed to climb up on deck this forenoon but still she cannot bear her weight on it. This is a very fine day with a strong breeze of wind, the Silistria sailing at the average rate of 9 miles per hour. We are all in the expectation of being landed in the course of four of *[or?]* five days.

**October 21st** Mild and pleasant today. Mary remained in bed all day her leg very painful.

**October 22nd** Mary’s leg much better today and able to hop about with it. Saw land today at 12 o’clock today. If I may call a cluster of rocks land, called the Snares they are situated south of Stewarts Island New Zealand, there was a great commotion amongst us on sighting them. If the breeze continues fresh as it is we expect to be of *[i.e. off]* Port Chalmers in thirty hours.

**October 23rd** When I rose this morning the land was plainly visible stretching in a long blue line North and South, the day was calm and the wind right ahead of us, we gradually neared it as we were taking *[tacking?]* the country along the coast looked somewhat hilly with high rocks near the sea, we were all on deck viewing our future country, it had a lovely appearance without any town or house visible while the hilltops were covered with wood. At night we discerned a fire burning brightly.

**October 24th** Still beating along the coast two or three hours would take us to the Port if the wind was fair, we had a better chance of seeing the coast today, it resembled some parts of Scotland greatly and appeared to be beautifully watered. Today we were discerned at different points along the coast, the smoke rising but saw no trace of cultivation.

**October 25th** A dead calm today the ship making no progress, the coast looks beautiful and wants only the hand of man to cultivate the seeming wilderness to make really a splendid sight. There is a point projecting out low in the sea about 8 or 9 miles of us which we have to pass before we make the harbour. There is every sort of land to be seen from a level right to the rounded top of grassy hollocks *[hillocks?]* all mixed and interspersed. While it is most pleasing to view the different landscapes before in the interior we see lofty mountains covered with snow on the summit. The air is extraordinary mild and warm though this is their Spring and corresponding to March at home it is just like a fine summer day at home. Mary’s foot is somewhat better today. We had the birth of twins on board today. The mother is an unmarried girl and a great rumpus it created amongst the lasses as they were not aware of it till she took ill.

**October 26th** We entered the Heads last night and the Pilot came on board accompanied by three Maories or natives, they were nice looking fellows not much darker than a swarthy european, the wind being light, we only entered the Harbour this morning at 10 o’clock and came to anchor at Port Chalmers. It is a picturesque looking place, all the hills are covered with wood to the water edge and so thick you would think no one was able to walk through it, we wont get ashore till the officers come on board and inspect us, we are out of sight of Dunedin, it is 9 miles farther up the coast.

*[All the following entries were written by Mary.]*

**October 27th** Lots of the passengers went on shore today to see Port Chalmers, James went on shore in the afternoon and brought a loaf of bread which was a great treat after the hard biscuits and scones made of sour flour. I am confined almost closely to bed with my leg.

**Sabbath 28th** Some of the passengers went on shore to church today but the Sabbath was passed very quietly on board.

**October 29th** The steamer Leelong *[i.e. Geelong]* came alongside to take all the passengers and their luggage to Dunedin, they all left about 2 o’clock and as I was not able to walk the Captain offered to keep me on board for a few days till I would be better. After they all left the stillness in the ship was something awful I was taken up to a berth in the cabin as they were to knock down all the berths in the tween decks and I was kept very comfortable but I was chill with James being away he went in the Steamer with the rest.

**October 30th** Nothing of any consequence only I wrote a letter to mother at supper.

**October 31st** Always the same routine.

**November 1st** James came to see me today and stayed all night.

*[Mary must have written the following entry more than two weeks after the date shown.]*

**November 2nd** The Steward gave impudence to the Captain and the Captain got angry at him, we were sitting at dinner at the time, and the Captain lifted the dish and threw it at him, the Steward ran out and no one followed him, he went to the ships side and went on shore, the police took him in charge when he landed, and then there was a court about it, he was to go back to his ship and get a months pay stopped and no one was sorry for him for he was a nasty fellow, instead however, of going back to the ship, he deserted and the police were in search of him. They got him about a fortnight ago and he has got three months in gaol with hard work on the roads.