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Private Journal of Her Majesty's Ship Thunderer, 11th Captain J. King
Kept by John Yeates Yeates, Volunteer of the 1st class from January
29th 1840 to this.

Private Journal,

Her Majesty's Ship Thunderer

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Captain Saute Pring.

Kept by

John Yeates Yeates Volunteer 1st class.

Beginning Jan^y 29th 1840. and ending July 30th 1841.

Commander B. Burridge from July 31st 1841 to Sept 13th 1841.

Captⁿ Pring from Sept 14th 1841 to August 13th 1846. ~~1846~~

Note. Captain the Hon^{ble} M. F. Berkeley commanded
the ship from the time of her Commission until July 30th
1841. when he left us at Gibraltar for England. J. G. Y.

1840.

(- - -)

I left home on the 27th of Jan^r. about 9 o'clock in the morning accompanied by my Father & Mother and arrived at Preston at 3 o'clock in the evening. The ride was rather cold but a good Breakfast fully compensated. We dined rather in a hurry and the Mail was about to start just as we sat down. We reached London at 5. next morning just in time to have a good walk before breakfast which we had at 10.30. In the evening we took a cab and went to visit Miss Sheppard 49. White Crescent. On the 31st I accompanied my Father to the House of Commons and heard O'Connell speak. I was heartily tired and dropped asleep long before its termination. On the 3rd of February I went down to Woolwich and passed my entrance examination for Volunteer of 1st Class. before Captain Phipps Gombey. Sir Charles Adams was kind enough to allow me to stay a month in town before my final departure at the same time giving me a hint that the process of filling a ship out ought not to be overlooked as I might profit by it considerably in after life. I only stopped until the 22nd in London when I embarked on board the Thames steamer for Plymouth. It was then I felt the first pang of parting with my Dear Parents. I feel bound to say though that I was very hard hearted at first for I was thoughtless and happy and cared little about the present. Circumstances prevented my Father and Mother from proceeding any farther than London or it would have been grand to have seen the ships in that great naval rendezvous Plymouth.

On the 24th in the evening at 10 o'clock we saw the lights
at Plymouth but being too late to go on shore that night
I contented myself with sleeping on board at latitude.
Next day having called on Captain Barden and left my
traps at his house. I went down to Devonport to report myself
to the Commanding Officer Captain Williams. I amused myself
with looking about me and examining the various things
about the ship and then walked back to Plymouth where
I passed the night March 7. The ship was warped along
side the hulk to get her stores and ammunition on
board. A hulk is an old unseaworthy ship fitted
up expressly for the Officers and men of any ship
getting for sea. The "Ligo" was the name of the hulk
we were lashed alongside of. Her accommodation
was not bad altho' it would not be to the taste
of a young Bear just left the Nursery. I made myself
very comfortable after duty was done, and in the
evening I could read, write, or do any thing I liked.
For nearly a fortnight afterwards we were employed
stowing away salt provisions, water, tanks, and re-
ceiving, Boatwains, Gunners & Carpenter's stores.
March 12. I accompanied Captain Barden and his
daughter to a ball given by Mrs. Ingle. It was a very gay and
pleasant party and we kept it up until 3 o'clock next morn-
ing. I can assure you I slept very soundly after it all.
For I did not awake until 10.30 next morning when I in-
curred the displeasure of my Commanding Officer for being
up so late. March 17. Captain Williams was superseded by
Captain Musie a loss which we all felt. for Williams
was a man remarked for his kindness to his officers and
at the same time a good disciplinarian which was the
very reverse of his Successor for I never saw a man with
a worse temper. One day when I was standing on the

combrings of the chain Hatchway seeing the shot rolled
in, he told me to let him know when the first "fake"
of the hump cable was down. Well I did not know
what a fake meant so you may imagine I was some
time before I found it out and got well worried for
being so long. However I did not forget it in a hurry.
March 20 & 21. We were employed getting in guns, shot,
and carriages, which completed the Gunners stores,
except the Powder which is sent on board when
the ship is in the Sound, when it is sent off in a
lighter. fitted up for the purpose. April 2nd. The ship
was towed down to Hamoaze on the other side the
harbour, and painted inside & out. so that by the
13th the ship was ready for both Officers and men
which was the day appointed for us to shift over from
the hulk. Soon after we got on board the men were
stationed as regular as possible in watches & divisions,
and the Ships Company had leave to go ashore in
each of their watches so that we had always two on
board & one on shore. I very often went on shore
with the Commander or Master to the Dock-yard
in the Launch to bring off hawsers &c. so that I gen-
erally had an opportunity of seeing the various ships
repairing. April 15th Cambridge so anchored in the
Sound from Sheerness to see if she could pick up any
men before proceeding to the Mediterranean.
April 16th Persian so sailed into the Sound. The Com-
mander's name was Levin the same who was so at-
tentive to me on my passage down to Plymouth.
I have heard since that he died on the coast of
Africa. On Good Friday the Skipper read the Articles
of war and at 2.30. P.M. I got leave to go on shore
to visit a messmate. I also called at Captain Bar-
den's to see if he had returned from London.

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April 18. Bent Sails - (4)

Incows tant anchored in the Sound April 24. At 7 AM the Persian steam boat took us in tow as we passed the Dock Yard the Houses and Parapets were covered with people cheering. But altho' our spirits were very high at that moment they were soon damped by the report that Forward a Quarter Master had been blown from the main chains by one of the Saluting guns on the 2^d Deck. He had been called out of the chains where he had been employed heaving the lead and it is supposed that while clearing the line the charge had blown him overboard. The body was picked up in the water by pieces about the size of a Brick Bat - Just as we passed the Cambridge the Lugger broke down which delayed us $\frac{1}{4}$ of an hour when we were once more moving. The steamer towed us as far as the Breakwater when a Light Breeze springing up she left us. We took a short cruise round the Eddy Stone Light-houses and back again, and anchored in the Sound about 5 o'clock in the evening. Moved ship in 15 fms. April 27. Monday 92. Anchored with the Broad Pennant of Sir Hyde Parker. from the Mediterranean. At 7 PM the Persian sailed for the Coast of Africa. May 1st the Wind blew very hard from the East. which obliged us to strike Top Gallant Masts May 6. The Captain gave all the youngsters leave to go on shore with his sons and play cricket with them at Berrisaw the Harbour ^{Master's} Residence - We spent the afternoon very pleasantly but were interrupted by heavy showers of rain. Mr Walker took us off in his gig in the evening after tea.

(5)
The scenery about the Sound is not very striking. The only place which draws the attention of visitors is Mount Edgumbar the residence of the Earl of Edgumbar. It is fitted out in his own style and the heights are covered with trees of every description. But adieu to Plymouth for the Mediterranean. On the 23. May. at 8 AM. Her Britannic Majesty's ship Thunderer weighed from Plymouth Sound with a light northerly wind. The Harbour Master accompanied us to the Eddy Stone and then returned - I turned in in very high spirits. but I found myself transported next morning when I turned out with inconceivable velocity to the Lee side the Steerage. When I went on deck the scene of the preceding day had changed considerably instead of smooth water and all sail set. we were under close reefed Top Sails and Courses with a heavy head sea. May 30 & 31 we had beautiful weather and the air felt warm and delightful. Saw several porpoises. On June 2nd we anchored at Lisbon directly opposite the town. I could not go on shore because my leave was stopped but I had a very good view of the town. The houses seem of all colours and the streets are of the filthiest description possible. We found the Dougal 70. Revenge 70. and Esprit 10. with some men of war of foreign nations. On the 4th we again weighed with a SW. wind in Co with the Revenge. In tacking we slightly touched the ground on the opposite side under the cliffs but soon got off again. We rounded the mouth of the Tagus but were obliged to anchor on account of the flood tide making. We weighed again at slack tide.

The wind freshening it was touch and go between us and the Revenge but we completely beat her and at 5 o'clock in the evening she was 7 miles astern.

June 7. We had a touch of warm weather which obliged us to spread awnings. We were followed as far as the gut by Bouitor a fish from about the size of a trout to that of a Salmon and covered with beautiful colours. In the evening about sunset the Revenge was out of sight astern and we made Cape St Vincent in the morning about noon we saw Cape Spartel and at 4 in the evening we hove to in Tangier Bay. The Consul came on board to receive his dispatches and we made sail again having learnt that every thing was quiet. It is a very miserable place and not worth going on shore to see. We passed the rock of Gibraltar at 7 AM but not near enough to see the guns as we kept well over on the African side.

June 12th Passed Algiers at noon. June 14 the day was insufferably hot, the pitch actually running down the ship's side. The master hove the deep sea lead but could find no bottom at 130 fathoms. June 15th made the island of Pantelaria. On the 19th we saw Gips and Malta. They look poor and bare seen at a distance but as you approach they begin to look rather more civilized. At 2.30 PM we entered the harbour and having saluted the Admiral anchored close to him.

June 14. The Captain brought his family on board with him and after Divine service he got leave from the Commander for us to go and pull in the second gig as far as Fort St Elmo. The appearance of the town is not very enchanting. In most of the streets the dirt is very thick which makes it excessively disagreeable walking through them. The only building worth noticing is the Auberge de Castile where the officers of the garrison are quartered. July 3rd we were towed out of Valetta Harbour by the Loufiance. We had beautiful weather

and on the 6th made Corrigo - one of the numerous islands in the Archipelago - July 11. Hove to in expectation of meeting the Squadron but the cutter which had been sent on shore to communicate with the Consul returned in about an hour with the intelligence that a large ship with an Admiral's Flag, had been seen the preceding day but where she had gone, to no one at Buaka knew. The Captain thought Bourla Bay the most likely place and he was not wrong. July 12th the day was calm in the early part but towards noon the sea breeze sprang up and at 2 PM we found ourselves in the presence of the English & French fleets. The former consisting of 6 sail of the line - 1-10 gun Brig & 4 steamers. The latter of 8 sail of the line & 1-10 gun Brig. The largest French ship was the Monte Bellon carrying her war complement of 136 guns. The appearance of the country from the Bay is enchanting. I was on shore the whole time we were watering and I never saw a more beautiful landscape. The hills all round are covered with pine and fir and the valleys with cultivated lands chiefly turpines, potatoes and cabbages. There was a little wooden house erected on the beach and kept by a French man containing all sorts of comestibles & wines. In the evening it was very attractive to the officers of the Squadron - of whom you might see about 30 seated round tables smoking and drinking. The Bellon sailed for England. One of our Midshipmen also passed for Sicily. July 20th the Squadron weighed at 4 o'clock in the morning. The Thunderer was the last ship that weighed being to leeward but we weighed up so well and so gradually that in 3 hours we were 2nd ship - instead of last. The Hastings was stern most ship was then 10 miles dead to leeward. We found the line of sailing at sunset. Passed several merchant men. July 23rd Anchored at Cavallo

This place is a little town built close to the shore on a rising ground & hardly worth looking at. On the 25th the Squadron anchored at Thasos but we went on to Borsaba Bay to intercept the Zebra 18 with despatches for Admiral Stoddard. We found her soon after we sailed and were back again before sunset. August 2nd anchored at Segri Mytelene. We here took in a supply of water. August 4th went on shore with Captain Berkeley to shoot but finding few birds, we soon returned. In going about in the cutter close to some dangerous rocks the stings of the Fore Yard carried away and the boat nearly drifted on the rocks where we might have had a swim for it but in 5 minutes we were all right again. On the 7th of August about 12. We anchored in Mytelene Roads. The ships hoisted their boats out and a general watering commenced. We were all ready for departure next morning. In coming through the roads the first thing that strikes the eye is a large white castle situated on a rising ground belonging to the Turkish consul. On its Southern face were three very large cypress trees which contrasted strongly with the white washed battlements. They have also a small dockyard. When we were there, there was a 22 gun brig nearly ready for launching for the Syria Service. August 8th we sailed from Mytelene in to with Gauges for Beirut at 11.30 AM. In running through from Mytelene we spoke the Bellerophon from Malta with letters and received them. The effect is very extraordinary. In running through the islands the water is very deep and the land high which makes the ship appear to pass very close to the shore which she really does. The day was very hot on the 10th and we had little wind we spoke the Salvator a Malta Brig. 6.30 PM showed colours to an Austrian Frigate.

About dusk a vessel was seen apparently a corvette; she was standing 18 under easy sail and we took her for an English man. The night however set in rather dark and we did not come up with her. We burnt a blue light and made the Private Signal but she answered neither but set all sail and soon walked away from us. Captain Berkeley thought her an Egyptian frigate for she was. August 12. Last sight of the island of Cyprus. About noon observed two line of battle ships standing towards us. Powerful & Edinburgh. The Gauges joined us from Rhodes. Having given the Commodore his despatches we all made sail for Beirut. Passed a fishing boat. The ships hoisted Turkish colours. August 13. Anchored at Beirut and saw our enemies the Egyptians a few 100 yards astern. At 1.30 PM. After dinner the Squadron weighed and stood out. The Commodore sent a Flag of Peace on shore to say that if the Egyptian General did not come to terms he would bring the town down about his ears. Commodore hapier at first decided upon storming the town but upon a second consideration he thought it prudent to desist until the Admirals arrival. In the first place the town was very strong and besides the 7000 men drawn up on the beach 10,000 men were in readiness 4 miles below the town. So we anchored again with all possible patience. On the 14th the Commodore ordered the boats to be hoisted out and well manned and armed to see the force that might be landed but he relinquished this design owing to the immense strength of the town. We anchored about noon as close to the town as the depth of water would permit with double shotted guns. The Powerful and Edinburgh commanded with concentrated broadsides the fort and town. Murthered the upper and Gauges the lower part of the Egyptian barracks while the Cowton which had joined us the pre-

ceding day commanded the bridge across Merout river which would enable the enemy to augment their forces much sooner. At sunset the guns were primed, fire lanterns lighted and we slept at quarters. What was the reason I never learnt but some report or other was in circulation of the Egyptian Fleet being at sea. Suliman Pasha had sent dispatches to Alexandria on our arrival and had drawn up his forces to the amount of 10 or 12,000 men. A Barge and Mincare from each ship well manned and armed round guard off the Point alternately. August 15. By fast intelligence we heard that the Egyptian Fleet consisting of 15 line of battle ships, 2 frigates and a proportionate quantity of smaller craft had put to sea with the full determination of destroying the British Fleet. This we knew would have occasioned them ~~with~~ a great deal of trouble as their line of battle ships and frigates are a great deal too large to clear the bar with their guns and stores in. However in case it should be true that a sufficient number had escaped to demolish us we were fully prepared to receive them. Ships on our cables and good look outs kept night and day to prevent any surprise. An Egyptian Bombard laden with ammunition and stores for the army at Beirut was taken by our Boats. The captain of her told ^{them} on board the ship whose Boats had captured him, that the Gorgon had been captured by the Nile a large Egyptian corvette. This was not the case as the Gorgon arrived next day with the joyful intelligence that the Admiral was on the passage to Beirut. Took an armed brig with dispatches for Suliman Pasha. She mounted 12 long brass guns and was filled with armed men. The commander of her told us the Egyptian fleet had put to sea and were on their passage to Beirut. The Gorgon was sent off the point to keep a look-out and all other precautions taken to prevent our being surprised. Took an armed transport with 300 men August 16. The day was very hot. About 9.00 a sail was

seen steering directly for the harbour; all the ships hoisted the steam and showed colours but directly she did so she traced sharp up and ^{drove} forward. The Gorgon was dispatched for her and brought her in after a short chase she proved to be an Egyptian Brig with ammunition for Beirut. We observed 2 horsemen dispatched from the town at full speed immediately after the vessel's capture. August 17 the Gorgon was dispatched to cruise for a sail seen from our mast-head. In the evening she arrived with a cutter in tow mounting 10 guns and with dispatches for Suliman Pasha. In the evening she arrived bringing in 3 merchant vessels laden with supplies. The Commodore hearing of two or three merchant vessels in the harbour of Beirut resolved to cut them out. He succeeded though the fire of the evening was rather warm. August 18. Castor was dispatched for a cruise to the southward. August 19. The Castor was seen coming in driving a large frigate before her. She had only two guns mounted altho' pierced for 60. being sent out expressly to land her troops somewhere on the coast to the amount of 700 with arms & ammunition. Anchored an American corvette. August 20. Two more merchant men were taken. August 21. Several more were captured. Alcto sailed for England with letters and the Indian mail. August 27. Beubro anchored with 1500 stand of arms and 100,000 musket balls, cartridges & 7. Maf. Anchored. August 29. A slaver taken with 40 men. Anchored. Revenge from Lisbon September 1. Anchored. Hastings, Sides & Peine. Our force now consisted of 6 line of battle ships, 2 frigates & 2 corvettes and 1 steamer. September 5. Nothing to be seen of the Egyptian army. Sailed Sides and Wasp. September 6. Out to sea about 8. in the evening. Spoke the Pastor with a prize. About noon it was quite calm. I saw two little fish about 2 inches long of a purple and green colour.

with narrow white stripes. I also saw a hawk about the size of a Pidgeon beautifully coloured and with a large comb on its head. A kind of hoop. I guess that the most curious part was astronomical. In watching the stars I find to chase each other for apparently 3 yards in the heavens and then disappear. I forgot to notice also in the Archipelago when it was calm we often observed long serpent like looking creatures of the most beautiful colours that could be possibly imagined; they were generally spotted. Some were from 15 to 30 feet long. The next day we stood in shore with the cutter and Miss's cutter chased a Greek brig, and captured her. We liberated her again as she took us for Egyptians. The brig being about 7 or 8 miles to windward made the signal for a steamer in the Westward. Gave her permission to chase she proved to be the Phoenix from Malta with letters; we took ours from her and sent her on to Beirut. At 7 P.M. 23 sail were seen Top sails down in the Westward. The Phoenix came under our stern with the news of the Turkish Fleet, and orders for us to escort them to Beirut which we did. Admiral and Kharophan in company. On the 20th it was my middle watch the most beautiful I ever kept. We had all plain sail set. Every thing was as silent as the grave, except the flapping of the sails against the masts, and the creaking of the bulkheads as the ship rolled heavily on the swell. The men were all asleep on the lee gang way. The mate of the watch half dozing on a carriage slide. The moon was at full but occasionally hidden by dark clouds. I am not naturally romantic but that night struck me very much. Daylight It was blowing pretty fresh from the NW. Observed the Admiral & Turkish Squadron standing into Beirut. The Turkish fleet consisted of 1 line of battle ship 1 frigate 1 corvette and

19 transports with troops. September 23 I had charge of the fort and coast cutter to be the place above to Saint Georges Bay to attack the Bridges. All the marines of the Squadron were embarked on board the steamer, and landed at Spinnin Bay a very advantageous place pitched upon by the Commodore for erecting a tent to contain troops, and where they might have time to build a fort free from the molestation of the enemy who were likely to pass that way. I have as yet given no description of the town neither do I intend to do so until I have scribbled over a few more pages and have more leisure to think about them. The Sultan's troops were employed most part of the week in firing at the enemy as they passed along the high road. The bombardment commenced with us at 4 o'clock this day. We were dispatched to St Georges Bay to prevent the boats being used in their retreat from the town and in consequence prevented the English from landing at Spinnin. The effect was very grand at night seeing the ships firing, and the howdahs throw their Congreves remarkably well. September 24 The firing commenced at daylight again and continued the whole day. The great object was to bring down the castle where a great number of troops were concealed. We raised guard until daylight of the 25th to give notice if the enemy attempted to pass the Bridge. I was much surprised by the cutter in the first watch and Mr. Loring officer of the guard we were also accompanied by Mr. Bridgman, the Naval Instructor. Mr. Loring landed with 5 men well armed, and proceeded along the river towards the beach. I had orders to pull in directly, my firing commenced. Before they had been on shore ten minutes I was roused from the harmless occupation of smoking a cigar by the report of mus-

Ketry close to the Boat on the beach we pulled in and succeeded
 in bringing off the party. It was a very dangerous attempt to
 land there on a bright moonlight night. Within 1000 yards of
 a camp said to be filled with 10000 men which was the case
 but it was done. to find the position of the bridge which if
 an enemy was seen to cross we had only to burn a blue light
 and the ship would have opened her broad side upon them
 While we were employed getting the party into the boat she
 was touching with her bow and the feluccas came down
 to the beach and fired deliberately into her. how any one es-
 caped is a miracle for some struck the boat while the rest
 whizzed harmlessly over our heads. An Austrian boat was
 with us at the time which cut us in on the first musket
 being fired and left us to bring off her officers. At Spinnie
 our force suffered some loss by the attack of a Fort strongly
 built and covered with loop holes from which such a des-
 tructive fire issued that our brave fellows felt fast on
 every side and obliged them to retreat. The camp at Spinnie
 was built chiefly of sand bags carried to the top of the hill
 by the seamen and marines of the Squadron. I was on
 shore as usual & camp to the Captain every other day from
 4 P.M. to 4 A.M. next day and then relieved by another mid-
 shipman from the Ganges. During our stay here hundreds
 of Doves came down from the mountains to join us and
 were all supplied with muskets. Sir L. Smith the General of
 the force was on shore with us. He seemed a very fine man
 but was very fond of having too much of his own way
 The young Prince of Austria was also one of our brother
 Campaigners - he was only 19, and yet had the command of
 a fine 50 gun frigate under the command of Lt. Banderia
 September 23. We sailed from Spinnie Bay in company

with the Guerrier and Wasp and a Turkish frigate for
 Sicily. In passing Damour we hoisted and fired 2 or 3
 shells into the town where a great quantity of troops
 were concealed. Spoke the Gorgon with intelligence of the
 capture of Caffa by the Regent and of Djebail by the
 Cyclops. On the 25th in the evening the ships stood out
 from the land and by a most extraordinary coincidence
 The Kybra and Stormoli from Gibraltar with 800 troops
 joined us having made the land to the southward
 of Sicily. In half an hour afterwards the Cyclops and Gorgon
 joined us the latter with the broad beam of the
 former with 700 Turkish troops. The steamers took us
 in tow and the Squadron consisting of Thunderer, 14 Kapron
 Guerrier 30 Austrian frigate and a Turkish 36 and 20
 in the form of a crescent and commenced firing. A very
 heavy fire was kept until 12.30 P.M. when the boats were
 manned and armed and the town stormed with the slight
 loss of 8 or 9 men killed and wounded although they
 had to march across the bridges which was swept by the
 enemies fire both from the town and castle. The Austrian
 troops landed at one point, Turks in the centre
 and English to the northward with the worthy determi-
 nation to meet in the centre of the city. The town sur-
 rendered at 4.30 P.M. after a gallant and defenceless
 siege town on the coast. In going ashore next day I
 was astonished to see the immense strength of the
 place; the walls are all bomb proof and so narrow &
 crooked that 3 men stationed at one corner of a street
 might have done considerable execution to our unwin-
 cible army of Blue jackets & Jollies upon whom the
 most praise worthy credit falls -

(16.)

An over curious marine peeping into a house door leading to a subterranean court discovered several of the enemy and an attack was made on it and they succeeded in driving out upwards of 500 men. The towns on the coast of Syria all appear to be built upon the site of a former one so that if the enemy had retreated to these subterranean dungeons they might have recaptured it. The Pascha and French Consuls houses were destroyed beyond recovery but the most shocking scene is yet to be described. In going through the town shortly after its capture we had to tread over dead and dying bodies with their legs, arms, and heads shot off. A marine was walking up the place now occupied by the consul and observing an Egyptian sentry posted at the door of a house very coolly thrust his bayonet through both sentry and door and regularly pinned him there. The house was found to contain the ammunition of the enemy. In landing an 18 pound shot struck our pinnace in the bow when she ground. Luckily no one was hurt altho all the marines were crowded forward trying to land. September 29th Cyclops and Gargon sailed for Beirut each having on board 700 men who were embarked in transports on their arrival in that port to be conveyed to Constantinople. An Egyptian spy was brought in one day for whose head 1000 dollars was offered. Sept 30 The Marines were landed together with a detachment of artillery under Col. Higgins numbering 182 men in all.

(17.)

We were surprised with the arrival of the Hydra from Beirut with 500 marines and intelligence that Abraham Pasha was marching down with 20,000 men to retake Sidon. The Gargon was also sent from this same place with 400 Turks. Oct 15. Ibrahim Pasha sailed for Tyre with marines for the defence of that place. On the 16th we had a touch of a gale which made the sea rise very high so that landing was impossible. Hundreds of mountaineers came down to the beach for arms which were immediately given them for Beirut had been taken soon after Sidon and we received a supply of 15,000 muskets for the Greeks. Sept 17 The sea ran in very high which obliged us to get slip ropes ready on both cables. 2.30 P.M. sea ran still higher and blew heavily against the ship. Phoenix anchored with marines from Beirut. At 3. we weighed and stood off under close reefed topsails just as much as she would bear with an awful surf under our lee. The Virginia and Turkish frigate drawing less water were enabled to get under the lee of Salt Island and ride it out with no fear of striking while we had only 15 fms to spare. About 3.30 a heavy squall took us aback off Sidon our ship driving towards the shores at the rate of 1 mile an hour forced by the sea and current and we were at last obliged to let go our anchor and furl sails. The wind having considerably abated. While furling sails our main fell of the Royal yard arms (we were sending the yards down) through one of the main deck gratings

(-18.-)

and was immediately killed. 5 minutes afterwards a man fell from the Fore yard arm his head clearing the anchor stocks by about an inch he was with difficulty saved. While we were at Sidon we could see the whole head of the Pique she rolled so heavily. In the evening we anchored again at Sidon outside Salt Island. Oct 30 The Cyclops sailed with the liver and mail for Malta. Our garrison at Sidon went on very well from the time we anchored again up to the time we left. They were chiefly employed about repairing the fortifications. October 24 sailed from Sidon. Exchanged Nos with Daphne and Magicienne, Gorgon & Revenge from Beirout with orders for us to go down to Acre with them. Oct. 25 was spent by us here by watching the enemy's movements and finding depth of water, &c. In the evening we were sent back to Beirout with despatches for the Admiral. Oct 27 We were nearly getting aground about 3 miles to the northward of Tyre. Before tacking, the water suddenly shoaled to 14 fms. in stays 7 fms. Oct. 28. Anchored at Beirout. On the 31. Oct the ships each took 900 Turks on board, and put to sea for Acre. On the 2nd November the Squadron anchored in the Bay out of Gunshot. Nov 3. At 4 AM the boats were hoisted out, hammocks stowed, and then we went to breakfast. It would have done any ones heart good to have seen the execution done to the cocoa & bread owing to the expectation of a battle. After break- fast the bulk-heads were cleared away - guns loaded

(-19.-)

and all ready for action the moment the signal was made. We did not wait long for at 10.30 the Admiral weighed, as did the rest of the Squadron in succession. The breeze was very light from the Westward so that we had time to dine. About 8 PM the Squadron wore and stood in, the batteries firing a few shots as the ships came round on the opposite tack. The western line was lead by Sir C. Napier in the Powerful. The Southern was lead by the Gallant Baston which acted her part to the admiration of every one, under a heavy fire from the batteries. 2.15 PM Squadron anchored, and the action became general at 3.30. At 3. the enemy's Powder magazine blew up with a stunning noise the air all round was covered with burning shells - mud stones &c. Broadside after broadside was fired until 5 PM. When darkness coming on, we hauled out of gunshot to repair damages. Next morning a boat came off from the town to say they had surrendered. This smart affair certainly touched Algiers altho we ~~hardly~~ effected it with less blood shed to ourselves. The magazines blowing up probably intimidated them from renewing the action - Next morning I went on shore. The sight was actually sickening. The number of dead and dying wretches, lying in the street and on the ramparts was innumerable. The walls are of ruin -

(—20.—)

thickness and mounted all round with very heavy guns. Not a solid wall to be seen in the town wherever we went except Austrian & Turkish soldiers trampling the dead bodies. But the disgusting scene may be better conceived than described. The stone houses on the Western walls were completely destroyed and rendered walking rather dangerous on account of the shells being hurled about in all directions. But this was not all we went to the Eastern part of the town to the place where the magazines had blown up. We were obliged to throw our heads with objects at every step. Men, women, children, lay indiscriminately mixed with the mutilated bodies of sheep, oxen, pigs & asses which had been driven into the square for safety. Before the enemy had sent their flag of truce they had made good their retreat from the town only to fall into the less merciful hands of the Druzes who fell upon the unfortunate creatures and killed a great part of them ^{the rest} were brought into the town. The admiral soon after the action held a council of war to storm the city on the land side. The breach was made for us without our knowledge for the explosion had destroyed the works and scattered the stones all about the plain. We had upwards of 900 Egyptians on board as I mentioned in a former part of this narrative who had expressed themselves willing to serve us.

(—21.—)

Every ship in the Fleet had a proportionate quantity of them in case of storming the town. I shall not soon forget the yell of joy they gave on the explosion taking place. The number of killed to the enemy was between 2 & 3000. The prisoners when sent on board the different ships amounted in all to 7000 men. The damage done to the Squadron was very slight considering the whole affair. We had our fore-castle main brace and part of the Captains cabin window shot away. The most severe was the Commodore and Revenge they had both their J. Gallt masts badly wounded the former shot away and Main top mast badly injured, and 3 men killed between them. On the Southern side all the ships escaped with slight loss except the Castor. She had two or three men killed and wounded amongst the former was Lieut. L. Mervin who was killed first shot a splinter striking him in the belly. Her injuries about the Foremast and bowsprit were very severe, so much so that she sailed for Malta soon after the action besides having several ^{shots} below water. We sailed on the 5th in company with the Belleroophon. I forgot to relate a very singular and as some may think very improbable anecdote. A man in the Barge on the opposite side to the engaged, saw a shot come through the midship Lower Deck Port, and fall close alongside

This was corroborated by the officers of the French batteries in the quarters as probably being what a providential thing, at the least it might have done down our guns. The most probable cause why the shot of the enemy had so little effect was given us by a French engineer officer who admitted to find the guns they had observed us lay down bags of sand within the bank and through the steps would reach there we hear of which we were a considerable way inside them. After having got their range for the bags they stuffed sand bags and stones under the breast of the guns to keep them from recoiling over. Our signalman counted between 60 and 70 shot between the fore and main mounds in 5 minutes. Had their guns been depressed one degree the loss to the British must have been very severe. The total no. of guns mounted was 300 or 40 mortars beside places for as many more. The shot of one of our guns had entered the muzzle of one of their muzzles killed the gun crew and blown the gun and carriage to fragments. Their chief tower house was very well built and contained I think upwards of 300,000 shot beside powder &c. to sustain a very long siege. Besides its immense means of defence here is surrounded on the land side by a very deep broad moat over which are 2 or 3 drawbridges. Altho this formidable and ancient town of Beirout has taken up so much time I will not leave it

without one more anecdote of our Commodore's coolness. A mate of the Rover had been leaning on the main bitto when a chain shot carried part of them away 8 inches below his hands without hurting him. The Commodore standing on the poop with some of his officers remarked. "Dammed lucky fellow that." No. 7 anchored at Beirout. The Magicienne had also arrived from Malta with the mail. I received a letter from Germany and at the same time sent one by the Stromboli which sailed that day for Malta. On the 8th the whole Squadron came back from here and ten transports were dispatched to Constantinople with prisoners. No. 24. We left this land of rest and was for Marmora. The breeze continued so fresh and fair all night that we anchored at Rhodes on the evening of the 26th when the winds fell. No. 27 anchored in the harbour of Marmora and only two hours after the Edinburgh and Bristol. The passage into this place is very intricate and makes a good pilot very careful how he dares take a King's ship in. Directly we anchored we had a general report. See of Calcutta one of the newly commissioned ships arrived from England Gorgon anchored having an Austrian corvette in tow with loss of foremast in the storm at Beirout. The particulars which we received from Captain Henderson and the other who commanded ships in that awful

gale are as follows. The coming of the 1st of December was fine and mild and as the weather did not look threatening no preparations were made for the ensuing gale. The wind began to blow fresh from SW. with heavy rain and black clouds. It soon afterwards shifted to SE. which increased to a storm; all the Squadron except the Bellerophon were at anchor at St George's Bay, therefore they could not weigh for their proximity to the shore. So they struck lower gudge and topsails and made all snug. The Bellerophon being anchored on the bank drove until she parted from her anchor when she made sail with close reefed topsails. The morning of the 2nd broke with a dismal scene before their eyes. The whole bay was strewn with the wrecks of transports & merchantmen some breaking adrift, others foundering in the heavy sea, while the rest were thrown on the shore and went to pieces. The Austrian corvette pitched her foremast overboard. I must now follow the Bellerophon having told all I know about the others. She carried all the sail she could in such a breeze; close ^{under} main topsail & foresail main & mizen topsail. about 5 minutes after she made sail her foresail and main topsail split, and were blown out of the bolt ropes and the storm staysails set. She was drifting fast towards those dangerous rocks off Tortosa, over which the sea was breaking with tremendous fury. The Captain called the ships company aft, and told them of their dangerous situation and that if they struck not.

a soul would be saved and concluded by requesting them to die like Britons some of the officers decided on cutting away the masts, and letting go the remaining anchor, but the majority very wisely carried for the Bellerophon could have held a minute. She carried on until the breakers were within 1200 yards on the lee beam when the wind providentially shifted three points, and enabled them to set the fore and wear. This saved them from the very jaws of death; we should have lost a fine ship with 650 men on board. But the Bay of Biscay was the scene of far more damage to the British Government than Berant. The Zebra was driven high and dry on shore as we may say; but not out of the reach of the angry waves for they washed the plain of Biscay. The day before the gale was black and threatening but not so much as to excite any uneasiness. The gale reached its height about 3 in the morning. The two ships lying there were the Zebra and Zebra; the Zebra having parted from all her anchors except the spare one with the dunnage cable and that even stranded was reduced to the necessity of cutting away the masts. This eased her considerably and she held on until the gale was over. The poor little Zebra would have had not so much above water as her masts if they had persisted in holding on so the cables ^{were cut} and she drifted on shore she lost only three men who were in the rig when she swamped in trying to carry a hawser to the shore. They swam

(-26-)

very well, but the drawback was so great the poor fellows
were washed back again and again until they were drenched.
Both vessels lost every thing, guns, masts, yards, anchors
cables, &c. The fate was fortunate in having her lower
yards across the gunboats with what she was doing a good
way, or there is not a doubt would have been lost.
Her crew were taken home in the laster. The Thunderer
and the other ships I mentioned before were all in Mass-
achusetts Bay at that day or it is difficult to say what
would have been our fate. Sec'y. Captain Berkeley re-
ceived a letter of thanks from the Admiralty saying London
was in a ferment of joy on the news of the taking of
John De Vere and that the firing of the Thunderer was
like rifle practice. I shall not omit giving a copy of
a song written by a mate in the Minerva Charlotte.

Song of Vere.

1.
H'ave you heard the news of late
About the mighty fight so great
If you have not I will relate
The taking of John De Vere.

2.
We first sent orders to Malher Key
Requesting he without delay
Would get three steamers under way
And proceed to John De Vere.

(-27-)

3.

When that ship from Bermuda came
Upon October thirty one
The second of November afternoon
Arrived at John De Vere.

4.

The sails being furled to anchor came
Fully determined to have some fun
For every man and ashod his gun
To bully John De Vere.

5.

A note was sent to Admiral Key
Requesting he without delay
With all his troops would march away
As we wanted John De Vere.

6.

But he with rage did almost burst
And said he'd see us further first
And hoped he might be damed and curs'd
If he gave up John De Vere.

7.

Then said our Admiral so brave
We will attack them from the waves
And see if they themselves can save
In the town of John De Vere.

8.

The pennants at the mast heads flew
And well then every Captain knew
That he had got a gallant crew
To bully John De Vere.

4.
First led the Powerful eighty four
Which the broad blue pennants bore
Of thirty haply Commodore
At the taking of John de Acre.

11.
The Princess Charlotte she came next
The red flag at the main was set
Her crew determined not to desert
Until they'd taken John de Acre.

11.
The Billy Ruffian next in line
Thinking to do it very fine
Set her anchor before the town
As he went in to Acre.

12.
The Thunder she was close astern
And thinking not of any harm
Pushed in and got a berth assured
As any at John de Acre.

13.
The Scurvy Pique came in the last
And hammered away so hard & fast
You thought as the shot came whizzing past
That John de Acre was done at last.

14.
At 4 the Gorgon pitched a shell
Into the Gipsy's vessel
Which sent Goodsouls to hell
At the taking of John de Acre.

15.
None after that kept plainly open
That were blown up their magazines
From stores and shot that fell between
The ships and John de Acre.

16.
At half past two the next hour
At five this was the word sent
The ships stood off just for the night
From the walls of John de Acre.

17.
Next morning then at early dawn
A boat came off from the town
To say their colours they'd hauled down
From the walls of John de Acre.

18.
But what became of Abraham Bay
Why? he mounted his middy & rode away
Because he was not given to stay
In the town of John de Acre.

19.
The ships which to the Southward sped
Were by the Gallant last led
And many a drop of blood was shed
By them at John de Acre.

20.
And now my song draws to a close
and I have told you all I know
If you want more refer to those
Who fought at John de Acre.

John de Acre.

1841.

(- 30. -)

Jan. 6. Stamboli sailed for Malta by which I sent a letter home by commission from the Admiralty. Mr. Williams, Peterson, White, & Bush were made Lieutenants. Lieut. Hall, Commander. Captain Musciv parted and left. Prochely made a C. K. Jan 24. The Turkish fleet came in consisting of the Pasha's ship on three decks mounting 150 guns. 4 sail of the line 7 frigates and 3 brig. mounting in all with the English fleet. 18 sail of the line 10 frigates and 6 steamers. It was the finest sight I think I ever saw or ever may see again. It was blowing very fresh when they came in under double reefed topsails & Top Gallant sails. Jan 26. We sailed from Marsa Mice with the Sida. We got out very nicely with the wind right abeam. Jan 29. At middle watch when I came on deck we were under double reefed topsails & Top Gallant sails. 12.30 split Main Top Gallant sail. About 1.30 the wind increased so much we had to shorten sail to close reefed topsails 2.10. Close reefed Main Top sail & reefed Foresail. Tumbled Fore & Mizzen topsails. 2.30. Split the Foresail. Set Main Topsail. Heavy seas. Ship heeling over 25 degrees. The wind continued very fresh and foul until the 31st when it shifted to W. We had a beautiful view of the island of Candia with its snowy mountains. Feb. 1. In the evening about 11 o'clock we saw the island of Malta from the deck and at daylight next day could see the land.

(- 31. -)

very plainly. We anchored about 10.30 AM where we found the Princess Charlotte which had anchored there only 1 hour before us. I received a letter from home informing me of the death of my dear little brother Henry aged 7 years on the 5th of January 1841. Captain Berkeley brought his family on board with him from the Gibraltar. A Hunt steamer anchored from the West? with news of the French fleet being dispersed by a heavy gale. Feb. 14. Anchored Malta from England. Calcutta Day. Instead of Calcutta I received a letter from an old school fellow. We had one or two very pleasant little parties on board consisting of the young ladies and Captains family. Take tea and play cards afterwards; innocent amusements. I also went to the Opera once or twice but did not think much of it. Being very inferior. It generally begins at 8 in the evening and ends about 12 at night. March 25. A party was got up to go to City Vecchia some distance out of Malta. We had a very pleasant ride and saw all the antiquities of the place. The houses are very irregularly built and at a distance from each other. We went through the catacombs which are indeed extraordinary places. They are apartments or rather passages in the solid rock and vaults for coffins of every size cut in the sides. Beside this there is nothing worth seeing.

It is uncertain how far these passages extend but they are so intricate that when you think you are going to a totally different direction you generally find yourself at the same place again. The pilot sails and boats are not used before and behind so that every thing is seen to advantage. We then visited St Paul's Church and saw the paintings which are very good. The choir, aisles, pulpit and in fact every convenient place had an image of the crucifix. In a monument immediately before the Western end of the chapel is the spot where St Paul first perished after his ship wreck in (St Paul's Bay) where the exact place is shown. After we had made a good luncheon we rode back again, and my way going faster than the others. I had to leave to every 10 minutes to wait for them. April 2nd we sailed for Syracuse. The admiral's two daughters accompanied us to see the place. I do not think I have said any thing of Syracuse sufficient to give an idea of the place. Ancient Syracuse is well known to have been the town where Archimedes burnt the Roman Fleet but scarce a vestige of the old walls remain. The vast city has dwindled down to a small town. The sea walls are very weak and in a state of visible decay. They have a few guns mounted. But the land walls are as different to the sea ones as it is possible. The walls are of masonry, straight and mounted with several very heavy guns, and is sur-

rounded by a broad deep ditch, crossed by several drawbridges. There is very little to be seen inside the town. No public buildings are visible and the Hotels are very inferior. I went over the site of ancient Syracuse which covers & times the extent of the modern town. It is strewed with the remains of temples and amphitheatres just seen over the rising grounds. But of all these nothing is worth looking at except one or two remaining pieces of Roman architecture. The amphitheatre is the place. I shall first describe. At a near view from the embankment the circumference seemed about a mile, although it evidently has been much larger. The shape is too well known to need description. Underneath the ridges were passages for leading away the combats etc, and in the centre was a shallow pit half full of water, and this is all I can say for this once gay and happy Roman circle. The next place is Dionisius' ear. It is a large perpendicular rock in the shape of that important member and formed thus inside. It is extremely narrow and very high. At the upper end and where I have marked the spot, a small circular hole is seen in the roof where Dionisius overheard his prisoners a whisper there sounding like a person talking loud. There is no way of getting up except in a chair. First-

ed up with an old rope which bore the marks of uncounted
 unseamanlike knots and splices; so I was not tempted
 to go up there. I walked through the convent and saw
 the mummies stuck up against the wall in their coffins
 like a show. The Bay is large, but there is a shoal at
 the entrance which obstructs the navigation a great
 deal. The country to the South West is low and appears
 to be covered with swamps. There is a very good water-
 ing place conveniently situated for watering boats by
 a conduit led from the adjacent hills. The dress of the in-
 habitants is very much like the French and some I
 saw with English costumes. The chief production of
 Syracuse is wine and bread which is excellent. From
 the Bay we had a very good view of Mount Atlas at
 the distance of about 40 miles. It is 40 miles from
 the town to the foot of Mount Atlas or Catania.
 April 2. In the morning we left Syracuse and in the
 evening anchored at Catania. Next morning leave
 was given to go on shore. The houses seem very well
 built and ancient, but very little is to be seen in the town.
 The beach is covered with a black sort of bitumen the
 decayed cause of the volcano. It is very hard & capable
 of receiving a high polish. Atlas is seen to great ad-
 vantage from this bay. When I was there its top was
 covered with snow. We did not stay long at this.

town for a breeze springing up in the evening we
 sailed from Malta. April 9. Came into Malta beautifully
 with a nice breeze, but the ship having too much way
 on her the hawser began to strain before a round turn
 was taken through the ring on the buoy and it was
 let go. The anchor was let go but before she brought
 up we were on board the Vanguard. However, we
 forged ahead & came off without any loss. The
 Vanguard lost her starboard wisher and bumpkin
 April 10. Cyclops towed out successively, Implacable,
 Hastings and Bellerophon all going home. Anchoed
 Revenge. No person who has not seen Malta when it
 is full of ships can form an idea what necessity it
 requires to take a ship in without harm. The Hazard
 came in to day and passing ahead of the Tyne car-
 ried away her flying jib boom. Captain Berkeley rigged
 the launch up as a cutter and was found to answer
 very well for a little yacht, but supposing the admiral
 makes the signal, "Man a gun boats" or "Send boats
 to assist in distress" your boats are lumbered up with
 gear, sails, &c which will take full an hour to put the
 boat in pulling order. The custom which I think I
 mentioned before as having the plague on board from
 Syria got practice having landed her men at the Pallatium
 April 26. Captain Stopford was tried by Court Martial

and honourably acquitted May 5. At 8 in the morning we were towed out of Callata harbour by the boats of the Squadron May 6. Caught a glimpse of the island of San Sebastian May 7. Saw Cape Lion on the Spanish coast. We had a beautiful bawling wind which was light at first but in the afternoon a little puff of wind came aboard and shortened sail for us. It stopped the fore top and sail boom and yard; however that sail got out both sails were split from head to foot. The night after this little misfortune; a brace of the beam of Murphy fell from the head overboard. The life buoy was let go, everything thrown aboard and a boat lowered but all of no avail for the poor man being unable to swim in the least was supposed to have missed the buoy and sunk. The cutter spent nearly half an hour in looking for him and then returned. So we made sail again. The man said he heard him shout and if he had the night was so dark they could not have heard him. May 11. At 8 a French steamer. At noon when we were taking the altitude we saw two Hark and one white grampus. They came blowing and snorting close to the ship. We found ourselves 17 miles from Cape de Galle on the Spanish coast.

May 14. At daylight saw the rock. When the haze had cleared away. When we rounded the point we had to

shorten sail every five minutes on account of the white squalls occasioned. by an Easterly wind which round the corner of the rock. Anchored at 11 AM in 15 fms sand. Soon after we got in, the Royal Tar anchored from London so we got the earliest news from Dear Old England. The Royal Tar spoke a Portuguese brig bound to Lisbon whose Captain said he had seen a large steamer with paddle boxes and bulwarks washed away standing under sail to the North of Bermuda and supposed it to be the President altho he did not speak it. I should like to know why the Ad. fool did not communicate. If he had it might have removed all doubts concerning that ill-fated ship. Gibraltar may well be called the most impregnable fortress in the world. The town is situated at the foot of the rock which is too well known to oblige me to describe it. It stretches from the bottom to the Western side & nearly in a line with the signal station on the top of the hill. The houses in my humble opinion are mostly well built. Some of them are built of brick but the major part are of stone.

The Public improvements seem to be numerous from the new buildings you meet at every step. There are also three or four libraries and schools. Besides institutions of various sorts. The Eastern and Northern sides

as it is well known precipices. But still all prominent parts are mounted with very heavy guns & mortars. The Southern is defended by a detachment called the Turkish general for the point of land which they defend. It is a post of great responsibility and the officer of the guard is never allowed to go more than half a mile from his quarters until he is relieved in three months time. The guns are always loaded and he has also to keep a bright look out for ships. A ship keeps on board for the appearance of any signs or reports of war when he makes a report with all possible dispatch to the Governor. From this point to the land gate where the stupendous northern precipices rise up is one continued line of batteries bustling with guns. May 27th in the morning I got leave to go on shore with two very mounted men. We went in the watering boat to Nohra Bay and landing there proceeded to the high land garrison & climbing the wall which divides the Jewish burial ground from the garrison commenced the ascent from the S.E. side by the Mediterranean steps. We reached the top in 10 minutes although it was a tremendous tug continually walking up upwards of 300 steps. Having gained the summit we walked to the Southern end where is built a small circular tower called Khara's Gally. And was built by that General to overlook the land into Ladiz Bay - but being built

of very clumsy materials it soon fell to decay. The view from this part of the rock is magnificent & to some persons in a fine day would be enchanting and as there was a gentle westerly wind it tended to make the ascent more agreeable. From this point may be seen the coast & mountains of Barbary with their rugged summits and high hills stretching to the North Spain stretches to the N.W. & with the snowy mountains of Geneva. While on the East is seen the Mediterranean and Atlantic unite their waters. We then went along foot roads sometimes ascending sometimes descending until we came to the signal station. This is the highest part of the rock and by far the prettiest view is from this point. This place is well defended and is inhabited by a sergeant and his family whose duty it is to attend to these signals. Having made a good breakfast of bread and cheese and butter we proceeded to examine the batteries on the precipices. They are chiefly composed of mortars and heavy guns for blowing down rocks & buildings. So in case a fleet of boats should attempt a landing at the foot of the rock. They are called the sky batteries. The fortifications are so numerous it would be tedious to describe them. The most curious are the galleries which are passages cut through the interior of the rock with port holes for guns. This is to defend the neutral ground.

The streets resemble the English ones very much. The sandy
 is very good and there is an air of cheerfulness which
 makes one like the place. Among the antiquities is a
 wall built by the Moors when they had the town in their
 possession. It has been of some use, strength but is fast
 falling to decay. It was most probably intended to prevent
 one half the work on one side the other half should be taken
 It is lined with loop holes all along through which a good
 deal of execution might be done by small arms. Near the
 wall on the northern side is a precipice down which I
 threw a stone weighing about 8 pounds & counted 23
 before it reached the bottom. After we had completely
 tired ourselves we went to the club house, hotel and
 made a good dinner. They have very good accommoda-
 tion and all in the English style. I should recommend
 to strangers who wish to purchase any thing particular
 or get money changed, Mr. Roswell in Main Street; he is
 a man of high respectability & good character and was
 much employed by the Captain & officers of both ships and
 Garrison. He also sells the best Spanish cigars.
 There is an order in force at Gibraltar that no boat shall
 be allowed to sail during an Easterly wind as the cur-
 rents of air rushing round the rock, cause such aw-
 ful squalls that Boats are generally capsized before

they can shorten sail. They come rushing down about
 50 yards from you, leaving the foam on your face
 and consequently causing great confusion. I have
 frequently had the whole of the weather cast stowed up
 in the air with the violence of the wind. It is
 very amusing to see the mist driven by the force of
 a strong Easterly wind against the sides of the steep
 and boiling up again like the steam from a huge cal-
 dron. We had a very nice time of it during our
 stay. The officers of the garrison invited our officers
 and our officers invited the officers of the garrison
 and very nice little parties were given once or twice a
 week. June 9th We ran over to Huelva on Spain's bearing
 shore. Soon after we anchored it began to blow very fresh
 from the Westward which made it rather unpleasant
 going on shore as we got a good rolling. However one
 half the officers went for a cruise in the town, about 5
 miles off I was of the party and as some rode and
 others walked. I chose the latter for my own good. The
 walk there I must own is beautiful. The ground is
 level and the grass dry and soft. The Moors seem to
 have exerted themselves in raising vegetables and
 corn for as far as I went I saw whole fields of them.
 We saw those much dressed Moorish soldiers as they

call them altho' they are Robbers. They were well mounted and armed. We passed a large encampment of them close to the town to the number of about 50. We were rather alarmed for they spare nobody and their swords & gold lace to them would be worth taking: only one shot was found at one of our Lieutenants. When we got to the town we found very little to repay us for our walk.

Nothing is to be seen but narrow streets deserted and gloomy with a few shops struggling here and there. Indeed, I can only liken it to London after the capture. Its chief pride is in its walls which are well built and have a few guns on them. There is a very little inn in an obscure part of the town which we found by the aid of our guide, but if any future traveller desired to go there I am afraid I could not direct him to it. I bought a large broad brimmed hat called the African Moorish hat. When we had left the town about five minutes we were overtaken by several people who intreated us to go back and get a sufficient guard as the robbers would not spare us. So we took one horseman with us. We got down to the beach in safety where we found the rest of the party and a boat ready to take us off

Next day the Captain went on shore with his family and the remaining officers. The day was rather wet at first they despaired of getting away but by the time they landed it had turned out fine weather. On the 13th we weighed and stood on to Gibraltar: anchored about 2.30 P.M. Time passed and very little of importance occurred, until the 29th of July.

The 30th being the day Captain Berkeley had appointed for leaving his ship, the Ward & Gun Room officers proposed giving a dinner to Captain Berkeley and a ball to Lady Charlotte. During the whole of the day we were employed decking ships with flags &c. The after gun on the main deck was run forward and the stanchion posts and combings of the hatchway were decorated with national flags, and a large table set in the centre able to contain about 100 persons. In the evening at 7 o'clock the party sat down to dinner and after walking into the quadrangle in grand style, the bands of the 79th & 80th regiments struck up. The dancing party consisted of the major part of the ladies and officers of the garrison, & the Governor, his Lady and family. The party broke up at 3 o'clock next morning. Blue lights and rockets were burnt at the yard guns which had a very beautiful effect. All the Bonts were sent to land the

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party and all were safely landed at the ragged staff.
^{There is an opinion of a few days but not of sufficient importance to mind}
We were allowed to stay in Allalta Harbour until the 31st
to complete provisions, when we sailed over to Syracuse to
obtain water. But did not obtain us long for by noon of
the 1st of Sept. we were clear of the harbour. We made a
very nice passage, with fine weather and anchored at Sicily
on the 14th Sept. where we found the Cambridges, Walpole
and Reservoir. Nothing particular occurred except going
down to the beach once or twice to get water, until the
6th of October, when down to Trapani in the Wasp.
Directly we anchored the larger boats were sent on shore to
attack the wreck of the brig Fabra. All the Plover's masts ex-
cept a part of her main-mast, 250 copper bolts &c were drawn
from the brig's sides and we went away well pleased
on the 10th of October. On the 17th anchored at Logg-Miser to
complete water. We remained quietly at anchor until
the 1st of December, when we commenced the tedious op-
eration of embarking the rest of the Artillery and their
baggage which made altogether a very good ship load.
Dec. 4. Sailed at 5 P.M. with a very light wind, but quite
sufficient to give us a good offing by daylight next morn-
ing. Dec. 5th & 6th we had very strong S.W. winds. Arrived

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landed in the evening. We continued beating up against
strong winds, sometimes a knock of fair winds until
the 20th when Malta was seen. We went in at 10 P.M.
very well indeed, without any noise. Our passage
was made in 19 days, considered a very good pas-
sage having such bad weather nearly the whole of
the time. We spent Christmas day on board, but
having to keep going on till we could not go
on shore, however it passed off very well on board.
Jan. 2. Gibraltar mail came in, on which day I received
a letter from Germany. The Legion commanded by
Lord Paget anchored from England. After a remarkably
short passage of only 13 days. Jan. 10. Rodney anchored
from Gibraltar. I was laid up with a very severe cold
for three or four days by sitting writing a long time in
the office on board the Flag Ship. The weather was
very cold and wet, and we had one or two hail storms
and also a tornado which did a little damage among
the wind mills and shipping. Jan. 15. Wind blew right
on from the N.E. & so hard we were obliged to send down
Lower Gards and Topmasts. We continued in Malta har-
bour until May 10th 1812. during that time we had various
amusements balls, parties, picnics &c. In the beginning
of May Capt. Pring made up a little party of ladies

and gentleness for a picnic to St Paul's Bay. We ran down
 in the launch with a fine E. S. wind but if all pic-nics I
 was ever at this was the worst. There were no nice grassy fields
 to sit down in; nothing but rock, and stone, so we had a
 kind of dinner in a chapel. which passed off very agreeably.
 The Thunderer's band entertained us in the evening.
 After that we ran over the other side the bay in the
 launch, to see the place where St Paul was shipwrecked. The
 creek mentioned in Scripture is now nearly divided by the water.
 While we were in harbor I passed my examinations for third class
 mate. I tried on the 10th of February but was obliged to
 wait some days on board the Flag ship with the
 Naval Instructor and School Master as to the
 time and method of examination to take place.
 To wait a few days. However many days
 did not elapse before another opportunity occurred,
 I tried again on 10th April and succeeded in it with the two
 other brother officers. My examination consisted of all that
 is required in the new regulations. viz. A competent knowledge
 of Arithmetic, Geometry & Trigonometry, a practical acquaintance
 with the use of the sextant and its adjustments to find
 latitude by the sun, moon and stars, to take and work

double altitudes and to keep a ship's reckoning by the
 common rules usually denominated a day's work and
 one or two other questions in the College sheet.
 May 12. Sailed from Malta in the morning with the Hon. and
 Savage on the Staff. We went to off Tripoli to com-
 municate on account of some quarrel having arisen between
 the Consul and Bey. After several communications with
 the shore we made sail on the 6th and anchored in Malta
 the same evening. The interval between the 10th and 6th of
 June was employed in preparing for sea. On the latter
 day we sailed for Gibraltar. We had beautiful weather and
 on the 28th anchored in Gibraltar Bay where we found the
 Frigate, Belvidera & joined. During winter my journal
 up until the 1st of July 1784. I shall give a brief account
 of Syria - its inhabitants, customs and scenery.

To A. E. S.

An amiable and accomplished young lady who died on her 19th birth-
 day from a rapid consumption.

Three tedious years are gone for ever,
 Since the day that bid us part,
 But not a thought or word shall sever,
 That which bind thee to my heart.

I went to sea at early age,
 To share my generous country's fame.
 But when the battle's storm did rage,
 I never forgot that much loved name.

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Stems to me a beacon burning
To guide me through the thicket of strife
And when I return to home returning
Thought the blessing of my life

But why dost man expect to raise
His new born hopes to certainty
When every one to nature pays
The debt of frail mortality

One day a letter I received
The black edged paper, sad betrayed
But oh how much my heart was grieved
She in her cold, cold grave was laid

John Yates Yates
July 27th 1845

The above verses I composed in my middle watch one night

Syria

Syria is a province of Asia Minor bounded on the north by the Mountains of Taurus which divide it from Asiatic Turkey, on the east by the desert and the Euphrates, on the south by the Arabian Desert and on the west by the Mediterranean.

The interior of Syria is very rich and beautiful and covered in most parts with cultivated lands. It has also the good luck to be watered in the northern parts by several small streams which improve the soil very much. It is a sort of place which if 100 English farmers were turned adrift in they might turn the soil to great advantage.

The rainy season generally sets in about the end of October and about the beginning of March. But in the interval between March & November the weather is mild and pleasant & sometimes excessively warm.

The winds are in general pretty regular. The Easterly & Southerly

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winds are prevalent in Winter and sometimes blow with great force and the north and West winds in Summer but they are generally mild. While the Thunder was on the coast during the latter end of Summer 1844 we ^{had} a touch of the Serico or Hot wind. We were then lying at here Bay and consequently much nearer the desert than at Beirut so that we felt it pretty strong. The Thermometer was up to 107° in the shade all the day. In the evening the wind chopped round to the opposite quarter and blew a gale for upwards of an hour. We then had to send Top Gallant yards on deck and hoist the boats in as the wind soon raised a very heavy sea. The Westerly & N.W. gales are very severe which makes it very desirable for ships to get off the coast before they set in. In the heavy gale of the 2nd of December 1840 the Java 18 gun Brig - was driven on shore by the terrific seas which swept into the Bay.

Anchorage is very bad on the coast of Syria. At Beirut a rocky bank extends for about 12 mile from Beirut point in a north direction. It is not safe for vessels to anchor here altho the depth of water is sufficient but on account of the heavy sea which breaks over the reef in a West. S. gale. Inside the bank the depth of water is from 40 to 60 feet rocky bottom. Here a ship would have no hold. but I believe the best place of anchorage is St. Georges Bay which is comparatively safe unless the wind were round to the N. which is generally the case when consequently there is no protection. The chief safety in St. Georges Bay is from the reef above mentioned which beats the force of the sea and the anchoring ground is very good being firm sand

But no one who has not been there in a gale of wind can imagine the furious sea which sets into the Bay. Tyre as every one knows was once the magnificent capital of Syria but how truly do the Scriptures say "how hast thou fallen" It stands upon a peninsula jutting some way into the sea and at a distance promises something very grand. But as you approach nothing can be more miserable than this ill-fated city. On the north side it has an old ungarri-soned Turkish castle beside which nothing is to be seen but a mere hovel of ruins, pillars, rocks, & stones there being not so much as one entire house left. Its only inhabitants are one or two poor fishermen who make the decayed vaults their homes, and subsist on the fish which they catch. Who ^{seem} to be preserved there as a visible argument how God has fulfilled his word concerning Tyre viz. "That it should be as the Top of a rock, a place for fishers to dry their nets." The only pieces of antiquity standing are three pillars supposed to be the remains of the Cathedral. The peninsula is of the same barren appearance destitute alike both of grass and herbs. The dress of the inhabitants bordering on the coast resembles that of the people of Lairs, full drawers, capstans, bevizies & turbans.

The immediate neighbourhood of Sidon is considered a very pretty country. The plain at the foot of the hills is entirely appropriated to groves and orchards. The hills are also high but not so high as those to the Eastward of Tyre. Sidon is said to be a larger town than here. The sit-

uation is good and the air salubrious. There was formerly a small port to the Northward of the town but it was filled up by order of Sahr el Din to prevent the Turk- ish ships from entering. Sidon is a very strong place the walls are built of stones 12 feet thick and the streets are generally strongly arched and dove tailed over. Before the war there was no English consul but I believe one is now appointed. There is also a convent but no friars. The population is about 15,000 souls. The chief exports from this place are spun cotton, silks, iron, ashes, oil and galls. Beside these the gardens extend an entire mile round the town and furnish considerable cargoes of fruit. Pines do not thrive near the town but great quantities of pomegran- ites, apricots, figs, almonds, oranges, lemons & plums are to be found. The most numerous and that on which their chief riches exist are mulberry trees on which they feed an infinite number of silks worms. Of the fruit of the Cordia Myxia or Schestier bird lime is made in such quantities that it forms one of the chief articles of trade in the town. There are no antiquities worth mentioning. The castle built by Sahr el Din is surrounded by water and is connected to the main land by a bridge. Many things such as a large tessellated pavement at the northern part of the town is a sufficient proof of the encroachments of the waters. To the South is a mosque in which tradition reports that the Patriarch Jabulon was buried. In another gar- den to the East is a house having the appearance of

a mosque the legend refers to the Christian woman.
At a short distance from the town are the supposed
sepulchres of the Kings of Syria cut in the limestone
rocks and having the aperture level with the earth.

Beirut: is the ancient Berytus made a Roman colony
by Augustus Caesar who conferred many privileges upon
it. It occupies a broad gentle rising ground on the North
side the promontory which bears the name of the town.

The gardens and cultivated grounds are very beautiful
and picturesque hanging about it. It has the benefit
of several fresh springs flowing from the mountains and
dispersed all over the town in convenient fountains.

The old port was a little bay and formerly secured by
strong piers but these were destroyed by order of the chief
mentioned in a former part of this sketch. Suleiman
the same policy which led him to fill up the harbours
of Sidon. In an adjacent plain tradition reports that St.
George killed the Dragon, in memory of which a small
chapel was built on the spot. "

Most of the cotton and silks of the Druses are shipped
here. There is also an English consul called Mr. Moore. At the
East of Beirut are 7 or 8 very large pillars of granite. On
the South side the walls are still entire. Without the
wall I saw many granite columns and pieces of marble
fragments of statues and other poor relics of this city's
ancient grandeur. On the sea side is an old ruined

castle made still more ruinous by our shot in the last
bombardment and a small mole. It has been discovered
some time back by digging in the tower, that the
modern town is built over the old one. It seems
extraordinary but the other towns along the coast
Latakia, Tripoli, Tyre & Sidon are in the same state.
Their ancient sites most probably sunk by earthquakes
which in former days used to happen frequently in
this part of the world. What with earthquakes, bom-
bardments and the hostile invasions of Chaldeans,
Macedonians, Romans, Saracens, Latins, Egyptians,
Tartars and Druses. The only wonder is that Beirut
has so many traces of its ancient grandeur left.
On the route to the Northward is Nakel & ²² ~~21~~ the River
of the Dog. It is remarkable for its bridge and the Arabian
characters cut in the rocks.

Druses.

This singular people ever whose origin there still hangs
a great deal of obscurity first drew the attention of Foreign-
ers towards them in the 16th century by the authority
which the Emir had; his power being then at its height.
What their religion is is uncertain but it is supposed
they are idolaters their god being a calf. This is merely
conjecture though as the greatest doubt still hangs over
their manners and religion. Their chief habitations

are in the mountains where they are comparatively safe from the encroachments of their enemies the Maronites. It is very singular that such deadly animosity should exist between these two sects. The Maronites are styled the Greek Christians. So late as the winter of 1841 the most deadly strife existed in the country. Bloody wars were carried on every day. From the ships in the Bay billages were burning in every direction. In one instance the Maronites collected together to the number of 1600 men and marched against a strong position occupied by the enemy garrisoned by about 1000 troops. The consequence was the Maronites were defeated with the loss of about 700 men killed & wounded. Next day a poor little Maronite child was brought into Beirut with its ears and nose cut off by the heartless druses. These two sects add to the horrors of war the most brutal & ferocious cruelty even towards women. I could distinguish with my glass the houses burning by 15 & 20 at a time & the druses shooting the unfortunate women and helpless children as they ran from ^{one} calamity to fall into another. A Russian traveller came into Beirut while I was there with horrid descriptions of the brutality of the druses. The coast from Sahr el Hamer to Beirut was covered with dead bodies, their trunks cut up & arms, legs & hands laying about in all directions. However there was no way of stopping the carriage as

They were too few troops stationed at Beirut & the English artillery were too weak to attempt anything of the sort. ^{There is another shot on Syria but of no importance} August 35th I paid a visit to St. Michael's cave. The party consisted of Mrs Pring, Major and Mrs Howell and about 20 officers belonging to the ship, we reached the entrance about 5th 30^e. My and immediately commenced the descent. The entrance is about half way up the NW side, being about 35 ft high and thirty feet wide. It is full of stalactites of a large size reaching from the roof to the floor and having the appearance of large pillars. A gradual descent of about 400 feet leads to apartments in various directions supported by pillars of the same construction. Besides these natural excavations others have been effected by the force of gun powder, in the centre of the mountain and form vaults of such height and extent that in case of a siege they would contain the whole garrison. These caverns the most considerable of which is the hall of St. George communicate with the batteries established all along the mountain by a winding road, passable throughout on horseback. When we had reached the extremity of the cave several blue lights were burnt by the artillery in attendance which had a most magnificent effect. The stalactites sparkling like alabaster indeed I was so fascinated for a moment that

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it needed very little imagination to make it a vast cathedral with all its glittering architecture. Persons not accustomed to traverse this cave should proceed with great caution over the slippery parts of the rock as some of them lead to one common gulf of unknown depth directly under the floor of the cave. Several persons have attempted to descend but without success. Two Artillery men lost their lives in 1840 in attempting it. In returning from the cave Major Hanwell was kind enough to invite me to accompany him to see the galleries with two or three friends. On Tuesday August 23rd about 7 o'clock in the morning I reached his house where I met Lord Lum, Captain Crawford, and the gallant Major: we then proceeded to examine the galleries. They are extensive passages extending from the water port to the Necipitau Eastern face the furthest being St Georges Hall. They display incredible labour and art. On the side of the passages facing outwards with a space of about 20 yards between sometimes greater large deep recesses are cut in the solid rock to point the guns. We continued ascending the whole length of the lower galleries until we gained the surface of the rock and which gave us a commanding view of the Bay and central ground. The sun just rising over the surface of the sea converted it into molten silver and tinged the distant

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mountains and Bay with a deep blue. We turned from this lovely scene to visit the upper galleries. There is very little difference between these and the lower ones, only they are more spacious and have a gradual descent to St Georges hall which crowns these grand artificial caverns. It is about 100 feet in circumference and studded all round with 24 pounders. In this place I observed large clusters of spiders so thickly studded together with their long legs outwards that they had the appearance of large patches of moss immediately on being touched with a stick they separate for an instant and then rush together as if to one common centre. Warmth I suppose is the grand object to be attained there. We then went back again and had a very nice breakfast with Mrs Hanwell. The heaviest pieces of ordnance on the rock are 56 pounders, of which as yet there are only 8 or 10; one of them over Asia bay has a range considerably above three miles. During the time I was there they were employed shifting most of the light guns 24 & 18 pounders and replacing them with 8 & 10 inch guns.

The anchorage in the Bay of Gibraltar is not considered very good on account of rocks and sand chiefly composing the bottom, joined to this W. & S.W. gales set in with great violence with a heavy swell which altogether contribute to render it a very unsafe roadstead. I have known ships lay the better part of the winter with Lower Yards and Topmasts struck. N.W. and Easterly winds are very prevalent in summer the latter brings damp uncomfortable weather. The Southerly wind intervenes occasionally, bearing the cool air of the Atlantic along with it. The currents are very variable, and sometimes run with great strength. The swiftest I have seen was 3's knots.

Lines for a Signet.

They to whom I give this seal.

Have power to act for woe or weal.

John G. Yeates.

Aug. 28. 1842.

The Setting Moon.

What a splendid subject for Painters brush
As the chaste moon sets with modest blush.
Lighting the waters of the dark blue deep—
While the waves wash her face & call her to sleep.

Oh! How many hours have I gazed with delight
At the moon in her halo of silvery light.
Plenty walking the concave of heaven
In the rear of her train her satellites secrete.

How oft have I thought on the Being that made them
Whith' beauty adorned & with glory arrayed them
Oh frail mortal man turn back from your ways,
And let your life be as pure as that plume's bright rays.

John G. Yeates.

Oct. 15.

1842

On the 1st of October sailed from Gibraltar for England
We cleared the Bay with a fine Easterly wind, but soon
after, passing Cape Trafalgar the wind fell very light.
Several days passed in either fresh winds or calms
until the 10th when we spoke Cape St. Vincent, coming
about for some short broad vessels that Easterly wind
having lasted 25 days. The next day we were favoured
with a fair wind from the West and on the morning
of the 11th made the Ligardes. While we were running
along shore (distances at home bearing N.E. & a heavy
black N.E. squall took us aback. The people being at
dinner we only got the standing sails in in time
to save the Topmast from being snapped into like a
carrot. The squall took us from the N.E. and we con-
tinued beating up until 2nd next morning when the Her
Four Master boarded us. Anchored about 9.30. Also on
December 19th No person who has not been in Eng-
land for some years can imagine the pleasant
sensations which arise on again beholding the

"Devil's loved land which gave you birth". Every object
 is marked by some fond remembrance of things long
 gone by near to return and by degrees your thoughts
 get led away until you are lost in the mazes of fond
 recollection and happiness. Every thing seemed to be the same
 as when I first left England except that the Park water
 was very much improved. The Town also looked better.
 Immediately on our arrival in the Channel the Dutch
 guards Matties were sent on board and the ship under
 went a thorough repair. Our old fore mast was taken
 out and the new one put in by the dock yard. There
 is the Channel. A chance of having a Steamship which
 young officers may profit by who pay attention and
 take an interest in such things. On the 1st we had
 completed provisions, ammunition &c and were reported
 ready for sea. Purchase from the West Indies and Cal.
 cutta from Madras arrived to be paid off. Remarks &c.
 Bearings &c. In crossing the Bridge at low water you may
 take four bearings whichever is convenient: Beginning
 with the one nearest Drake's Island. King Devil's Point
 and the church steeple to the left of the Monument
 on Mount Wise in sea. Secondly which is the ship Chan.
 gel. Devil's Point and the Monument. Third: Devil's

Point and the church steeple to the left of the Monument
 to the right of Mount Wise. and lastly a passage is often
 taken as close to the shore as possible when the tide
 is strong, but care must be taken as the passage is
 very narrow and the tide runs like a mill stream.
 In pulling out of the Sound into Harbour, or vice versa
 avoid the tide as much as possible as it will save
 half the time kept within said length of the shore
 under several circumstances until the bridge is crossed
 which you may know by sighting the houses on the
 land in one and then your main signal strikes off to
 the ships. On the 8th of November at 4 P.M. weighed with a
 very light wind from the N. which prevented our clearing
 the land before six o'clock. At that time however a strong
 N.W. wind sprung up which drove us on at the rate of
 eleven knots. At 12. passed the short light. It is the most
 brilliant I ever saw. It revolves and its glare is so strong that
 I could easily make out the faces of the men clustered
 on deck. Next morning we passed successively Brighton, Black
 Head and Dover and finally anchored at 10 P.M. on the 9th
 in the Sound opposite Palmer's Castle. Next day the news we
 received ^{was} that Her Majesty and Prince Albert were coming
 in a short time to reside at the castle and requesting
 Captain King to anchor as close to the castle as possible,

We accordingly moved in 10 pm about 2 miles from the base. The weather was dreadfully wet the next four days, and blowing an incessant S.W. gale of Wind. but notwithstanding this a salute was fired at 5. PM on the arrival of Her Majesty and the Prince, and another at 9 AM next day. On the 14th Prince Albert came on board to visit the ship. He came on board quite unexpectedly, but expressed himself highly pleased with the nice arrangements of the vessel. Things went on pretty much the same during the bad weather which followed with only one or two fine days. On the 17th my dear Father and Mother arrived from Germany to pay me a visit. We took lodgings at Mrs Austin's Lower Malvern. The week I stopped on shore was the pleasantest I ever spent from meeting my dearly beloved Parents once more after an absence of nearly three years. Our evenings were spent very pleasantly generally in conversing upon our various little experiences since our last parting. But time flies fast & on the 28th I had to experience a second Parting.

My future readers may naturally wish to ask me if I did not bear my second one with more fortitude than the first but I must here deny it. When first I left

home I was younger, happier & more thoughtless than now. My Father and Mother enjoyed excellent health, and I had nothing to fear. But far different our last meeting. My poor kind, Father's constitution was broken down and himself in very low spirits from family & pecuniary difficulties. On the 28th at 7 AM I accompanied my dear Parents to the coast and saw them depart with a sad heart for London and it was then I felt their loss. Sad experience had taught me that death makes great ravages in a circle of friends during three years absence; many very many kind friends had gone their last journey on my arrival in England, and my dear Father's illness made so deep an impression on me that for a long time afterwards I felt that peculiar despondency known only to those who have experienced the like trying situation. I returned on board unhappy, the first time I had felt that miserable state to any extent since my first cutting adrift. But to proceed with my narrative. I shall relate a few miscellanies which occurred during our stay in the Downs. Monday 21st November being the fatal Day of the Princess Royal. At 9 AM a dread ship and fired a Royal salute. The day was passed in sham fights between our Boats; and the Deal Boatmen expressed their

loyalty on this memorable occasion by forming a fleet and manœuvring about in front of the Castle. Her Majesty was delighted and sent her acknowledgements accordingly. At 7 P.M. two guns were fired from the ship as signal & immediately the whole ship was illuminated with blue lights which had a remarkably pleasing effect and which was followed by rockets and volleys of fire sent and ended by a Royal Salute being fired from the ship at our hoardside. During our stay there we heard sad accounts of ship wrecks, one of which was the *Reliance* a fine homeward bound whaler, but of her crew of 110 only six survived to tell the dismal tale and many others of the same, no good nature but too tedious to mention. Peace with *Uman* & the *Storm* at *Asbiera* were all fraught with interest to us caged birds on board. The Seal Boatmen are the finest set of men I ever saw strong; healthy & hardy. Many instances have occurred of their going off to a wreck on the sands without any prospect of reward save the thanks of them whom they had by their daring courage rescued from a watery grave. Their Boats are without equal, very well built and combine strength with perfect symmetry & beauty. The scenery about Seal and *Uman* is very captivating. *Uman* is situated about a mile from Seal. Immediately in its centre stands the castle about 500 yards from the beach; it is of tolerable strength; and forms a very comfortable dwelling for a small family. Seal was a miserable little town when I visited it in 1842. but was just beginning to revive in trade from the

proximity of Her Majesty's one or two ships of war in the Downs. The Boatmen charge very exorbitantly in taking passengers off to ships laying off the town. They know you must go and think to get a good sum for their pains. One man had the impudence to ask my father £5. to take him off to the *Thunderer*, although the morning was remarkably fine and saved by a breath of wind stirring, to disturb the water. During our stay we had several visits from the Princes of Wales, and Prince Albert paid us a secret visit on the 18th Dec. on purpose to witness the Rifle Practice of the *Thunderer*. The target was shot away immediately and another was placed in its room and as quickly destroyed. On the last day of November a poor man named Brown fell from the main yard on Deck and was killed on the spot. Some of his bones were actually found sticking in the Deck. We buried him the day after. On the 9th December sailed from the Downs with a fine S.W. wind. Passed the *Cambridge* on the 11th and on the 11th at 1 P.M. anchored in Plymouth Sound. We found no orders for us to pay off but on the contrary to refit and complete provisions and water for Sea Service, and remained in the Sound without anything particular occurring to disturb us. But we were not long allowed to remain in this quiescent state for on the 15th of January we experienced a very severe gale of wind from N.W. It began to blow the preceding evening from S.W. at 11.30 sent top gallant masts on Deck.

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About 2.30 on the 13th it shifted to NW with awfully heavy squalls. The Topmasts were struck, yards pointed to the West and the sheet boom cut away. Daylight gale still increasing at 10. cut away the only remaining anchor to a violent squall. The squalls were so violent that several vessels laying within 200 yards off us were completely obscured by clouds of mist. Formed by the spray for I can only liken it to a thick fog. About half past eight AM. observed a barge trying to enter the Eastern Passage, but just as she passed the Shay Stone a squall coming said she had let a close reefed foresail & strain sail out of the bolt ropes, and as her only alternative she ran on shore in Beversand Bay. All the crew were saved. A schooner beyond the Western or Weather Passage under an close reefed mainsail and reefed foresail, which she flew identically accomplished although just as she cleared the end of the Breakwater and kept away for latitude a squall sent all her sails into shreds. Three vessels drove from their anchors and went on shore under Mount Battery. They were so much damaged that they were soon after condemned as unseaworthy. One of the Indianmen, the *Euphrates*, actually rode the gale out with her main top gallant yard across. Every one expected to see her go on shore for she drove within 500 yards of the rocks. I never saw such a storm nor do I ever wish to see such another. Cambridge arrived from Portsmouth and went up harbor shortly afterwards to be paid off. Received intelligence that

(67.)

the *Victor* 16 gun ship Hoop was lost in a gale of wind on the passage from *Peninsula* to *Halifax*. It was merely conjecture concerning her loss as nothing had been heard of her since her departure from the former place a period of 5 or 6 months. January 1823. On the 24th I went to a party at Mrs. Angles at 7 o'clock. Spent a very pleasant evening in the Hall room, lots of pretty partais, first rate supper 40 different kinds of wine on the table. Great rage among the young ladies to have "Acere Heroes" for their partners. Left at 8th next morning rather early. Next day Admiral Sir J. Milne paid the ship an official visit, and inspected her. He was very well pleased, declared the ship to be in a high state of discipline and said there would be no occasion for him to inspect her a second time, the highest compliment yet paid to any ship. Jan 29. The day being remarkably fine for the season of the year, some of our mess got the *Lolly Boat* which we manned with midshipmen and paid a visit to the Female convict ship *Margaret*, just about to start for *San Simons Land*. We found her rather short, but plenty of room on her Lower Deck, the height being upwards of 7 1/2 feet. Her cargo of human misery amounted to 156 women exclusive of children of which there were several. I could not help reflecting what different stages of vice & misery were comprised in that comparatively small assemblage of convicts. The looks of some were reckless as if they thought

from S. R. which obliged us to let go another anchor.
 Yesterday I received a note from Isabella Boules who
 was residing at Lock requesting me to go up to town
 and see her; but of course in my then state of health
 I could not. It gave me a great deal of disappointment
 as we had not seen one or other for 6 or 7 years, and
 were always bosom friends. It would be absurdity
 in me to attempt describing Lock as I was not there
 but the scenery in the Cove is very picturesque. The
 entrance to the harbour is very narrow comparatively
 but extends on either hand to a great extent forming
 a circle. There are also two or three islands in the
 East End of the Bay. I liked the scenery very much
 so many headlands putting into the water suddenly
 covered with trees of every description while in one
 little spot buried deeply in the wood could be
 discovered the abodes of the possessors. An Irish Man
 who had been some time at sea, joined the C. frigate in
 Lock Harbour. Wishing his chest which was always
 to be hoisted in, he hoisted the main top. "Tip tip there
 put a string on for my box. That's what they call
 amorphigny. Clap a whip on the main yard for my hat."
 February 2nd The blow almost as hard to day as before which
 consequently delayed our sailing. sore throat much better
 February 2nd The last day of the month. The wind having
 come round to the N. E. weather fair & mild. At daylight
 sent top gallant masts up & crossed top gallant yards.
 Employed getting in a supply of water and fresh meat.
 At 11.30. Mighed under all plain sail, and stood out
 of harbour with the wind very light. Calliope was towed
 from her anchorage abreast of Spike Island. By

the tug, and went out with us. She had just returned
 from the East India and had been two days without
 provisions when she entered the Cove of Lock. At 12
 we cleared the harbour and got into the open sea.
 I was introduced to Capt. & Mrs. Boston of the 5th
 friends of the Eagle, the Captain having married
 Mr. Sully's sister. I found them very nice agreeable
 people & soon became well acquainted with them.
 March 1st The wind still continued fair from N. E. Heavy
 head swell during the day. The bottom all disappeared
 I suppose on their beam ends. Passed two sail on the
 lee beam standing N. E. supposed to be the Blonde
 and made to from China. March 2nd This day proved
 just the same tedious one as the preceding. The wind
 which had been variable and variable shifted to N. E.
 and blew a gale of wind. Sail was shortened to 2nd
 reefed top sail & courses, and every thing made snug.
 Trained myself below as well as I could. In reading as
 usual was rather unhappy. The ship rolling as she did
 the lay of the last night appeared to be much account
 went on account of the Madal men being houseably
 mentioned at Blackstone's hall, on the meeting of the
 provinces. March 3rd The wind suddenly shifted to N. E. and
 blew a fresh breeze. Sail which before had been made to
 whole top sail was shortened to double reef. The breeze
 still continued fair our course being N. E. and wind
 N. N. E. a brig ran within 50 yards of us N. E. beam in the
 early part of the morning watch, as near into us as possible.
 She was not seen by the lookout man until the early
 part of the morning when she was seen on board of us.
 Towards night the breeze fell away altogether and

Left us a lay on the water. Heavy swell from the NW
 March 4th he turned on the east part of the day. The swell
 was very heavy. Had not our lower deck parts made yet.
 In fact at one time the lower ^{deck} was completely flooded.
 Towards evening the swell went down a great deal compari-
 stively. The whole deck was covered with hoops & beams
 supporting the soft salong air. The superincumbent stood out
 to be in the shade. Swell rolled heavily until 4 o'clock when
 completely subsided. Could not sleep accounting the deep
 blue of the sea to these latitudes. Hoopes & beams had not been
 it before concluded it to be the reflection of the sky com-
 mixed with the reflection after depth of the ocean. In
 mediate, the sky assumed an angry cloudy aspect.
 The deep blue was exchanged for black. About 4 the breeze
 sail to a light line from N. by E. casting her points out of
 our course. No sail in sight today March 5th. The breeze
 had been before 4 o'clock shifted suddenly to SW and blew a mod-
 erate breeze, but it was accompanied with thick fog & fog
 that made a drizzling rain. Found a thick fog blowing the
 same course as ourselves. The fog being such of the sit-
 uation day with continuance; but the old ship went along
 comparatively easy at night in prospect of a fair wind
 or fair weather. March 6th Wind still the same. At day
 but the mounting of the preceding day prevented us
 being out by in sight, but very far to windward.
 In the evening picked up some water in buckets that
 obtained in place of the old Thunderer. On the 6th for
 commission master Captain Wood. He is spoken of in
 high terms as being a most perfect man of war, in
 every respect and a fine sailor, and in another part
 of the same work. He is called down as the skipper
 in an experimental trip composed of the ship of

The Thunderer when being late of us this that
 return to show that they old Thunderer is no incredi-
 ble progress at all. The ship was enabled to
 lay her course through out the greater part of the day
 the wind having been towards to N. by E. by one
 and in sight a breeze and she was so far to windward
 that her sails could only be shrouse above the
 horizon. The head of the ship pointed as on the 4th with
 a variety of hauls. There were two 30 footers of
 found to show except the red in the front of the ship.
 "Shot her" being well to star. Rather low breeze.
 In the evening the ship fell off to the SW and
 carried out four points out of our course. March 7th
 In the early part of the wind the water the wind came
 round to N. by E. and we gathered way to 10 points. The
 weather still continued to improve and all water left in
 drizzling rain. We had a favour look in the morning
 water. A peppish young bugeer, who had a bunch of
 wit in him as a border cock, took it into his head
 to abuse the boat's crew calling them a disreputable
 set and called by saying he did not consider to
 trouble himself with fellows so much inferior to him
 in rank. It was thought to cut him down the same
 night which was accordingly done. One had stood
 by with a sharp knife and at a given signal cut
 his cleave through, while the rest caught on a rope
 stretched to the front of his cot and dragged him thro
 the cockpit, sweeping him most unmercifully against
 the cheeks in his horizontal perambulators. It had

(with him)

ed by his being captured and having to sit half an hour
 on his chest until his momentary side was propped
 such large as the preceding occupy our night
 the unfortunate piece of hunting range about three
 times from him & some hair rubbed over his cheeks
 with the egg and wet swabs made him repose more
 comfortable. He felt very ill from March 10th to 12th of March
 with his movements and but not last suffering from
 a severe cold brought on by exposure to the weather
 during the late heavy rains. He did not go into the boat because
 he did not think the complaint was severe enough.
 Wind still continued fair coming round to the West
 ward about 4th Wind still fair from N. by E. average
 speed was not more than 4 knots at noon our distance
 from Porto Santo (one of the Azores) was 270 miles.
 The day turned out a most lovely one. The sky was
 a beautiful blue which was far surpassed by the sea.
 In the evening I was witness to an extraordinary phenomenon
 in the heavens. In the horizon to which banks of mist was
 served in the Western Quarter. From which shot a long
 streak of faint light, at an angle of 45th degrees and
 apparently extending to one sixth part of the heavens.
 We were quite at a loss how to account for it. Certainly
 no comet or rainbow. March 10th Daylight found us standing
 by along with the wind from the same quarter. At 11
 noon found ourselves 20 miles from Porto Santo and 30
 from Palma one of the Canaries. Nothing particular oc-
 curred today the wind regaled us once or twice during
 the day. In the evening at 9 o'clock the same beautiful
 but meteoric phenomena occupied our attention
 which had interested us so much before. I am

(with him)

quite at a loss to account for it. Captain King said he
 had never seen or heard of such an appearance before.
 He thought that in other cases it was a great indica-
 tion to derive the appearance of the South at about
 March 10th the day broke upon us a beautiful subject.
 The breeze continued fair and fresh. In the forenoon
 we were receiving the light from a light at sea.
 When the light showed itself I had carried a very large
 present out on the starboard side to light the starboard
 beam light to which was a board. When a board was
 under full sail. The ship was required to make
 use of the mainmast and the sail. But the sails were
 not but are easy to say they did not succeed in
 finding them. Made sail again passed a barge which
 had sailed from Porto Santo the day we embarked there. It was
 worked out one of the 12th long range boats. But owing to
 the wind being so light she could not get away from us
 again. About 10th I found out a beautiful morning
 rather warm. The morning was pleasant and I am so
 we performed. ^{nothing} "I think could be so interesting to a
 casual observer than the sublime spectacle of some
 service at sea. Every one stood up to witness the ships
 on either side and the sailors in the centre. At the
 head of each department stood their respective chiefs.
 The Captain and the Board were surrounded by the officers
 in their various uniforms. The day passed away very
 pleasantly under the influence of the sun which they
 became more vertical. The barge is light at about
 carrying a press of sail. Myself Captain and other water
 sails. March 12th The barge seen the preceding evening
 was the Hussar's an English vessel 15 days from
 Liverpool to the United States. In the latter

(17th)

part of the middle watch one of the Sealer's hunters
was released of a fine day. The weather was
very wet at first, so much so that the sea was not ex-
pected to rise, but soon recovered. The weather was
became more & more intimate every day. Found the
Keston a very nice apartment. Tomorrow, but his little son
John growing a greater. Since it matches every day.

March 14th The wind which had grown light in the last
part of the morning watch soon blew away and the
heavy fuffens of the sails against the mast indic-
ated our presence in those caltosts called the Ice
Isles, which are always encountered before meeting
the trader. The barge our companions of yesterday was
8 or 9 miles in our wake. Notwithstanding our want of
wind we had no occasion to go out for want of fine
weather, which was beautifully mild & temperate.
During the greater part of the day we were attended
by Houton, one of which were caught. I understand
they make excellent eating. At noon the breeze sprung
up and fell from N. The sun shined but but was
twenty hours was 10 miles and from San Antonio
nothing was to be seen on the wide expanse except
our friend the barge, all was one wide solitary waste
where sea & sky were blended in one. Great anticipation
of falling in with the old trader today. The day was a
most beautiful, the in fact I cannot find words to
describe it. Towards evening we passed a small Klu
and dropped the barge out of sight. A suspicion
looking mountain was seen on our lee main barbe
topside but she dropped out of sight in the course
of two hours. About six o'clock the wind shifted to the
in a heavy squall of rain and wind. Heavy masses

(18th)

of thick black clouds drifted over the deep azure blue
accompanied by heavy showers of rain, but no squalls.
From this time the wind was not at all with a fine
moderate breeze. In the evening the barometer fell and
died in for only an hour. But we could not see the
up which was our chief lament. Distance seen today
was 10 miles, and from San Antonio 40. Some time
to day about 10th. The day was ushered in with the
fine beautiful weather as the preceding, nothing
particular occurred during the day with nothing
March 15th In the late afternoon there was a fine
with their beautiful white sails. I could not see
and in addition one of them. So a description of them is
impossible. San Antonio was 10 miles off to day -
very light wind. We had a party of soldiers officers
since to the us today and passed a very good after-
noon.

On the evening we had some shooting about
what to give a visit to day old trader the barge. Much
in which I succeeded though she was a good deal
March 16th Nothing particular occurred today. The
wind continued still light, but was very late. There
being more than 10 miles to see and in sight. A court
martial was held today in the Quothipman's berth
in a Quothipman who had got half drunk the
night before. The court which was composed of the
Klu members opened after discussion. The action
was seized hands and feet against the head table
a great big fellow with arms like a hand saw, proceeded
with the Quothipman's punishment. At the end of the
moral Tribunal the prisoner was released. Saw a
shark across the bows today, scatted his back against
the copper. Distance from San Antonio 20 miles

(78.)
The beautiful meteor, *Phaenomena* was again appeared
more brilliant than before. The star was observed in
the head and it appeared to increase its altitude day
in the heavens. March 14th a cloudy day, instead each
successive one seemed to me with each other which could
be the most beautiful in the evening the same extra-
ordinary comet. It said I shall in future denominate
it again showed itself and much more brilliant than
before. On 15th was distant 22nd March 19th We
continued steering on until 8th when the ship was
pove to make double point of sail. March 20th At 10th
o'clock made sail and at 4th P.M. anchored in the bay
of Porto Praya. I did not go on shore today on account
of being employed watering during a great part of
the day. March 21st Determined not to go on shore except
on duty. From the circumst^s heard it is like all Portugues
towns, hills and steep in the extreme, no curiosities or
anything to be seen, indeed the town bears quite an
appearance of desolation. Sharks swarm in the bay
which makes bathing rather dangerous. The interior
of the island is very mountainous and apparently
while down to the water's edge every thing shows its
volcanic origin. Togo a mountain in the island of
Togo is the only active volcano the smoke from which
we could see from the ship. The inhabitants are a
most extraordinary set. So thin and spare looking.
The only animals of any importance are mules and asses
which are reared in great numbers, for exportation. Em-
ployed most of the day watering in the afternoon we
had some persons from Togo to catch sharks & dolphins
of which there were great quantities. Sailed the Eng-
lish barque *Rajah*. When we anchored she had been

(79.)
4 months from Cook Point to San Juan and Land. March
22nd The barque was here including several preparations for
sea and scrubbed our water. At 10th P.M. sailed with
all sail a little wind. Schooner sailed the same day
for the coast. We had a short sea breeze and the light
from N.E. The old ship went through it at 8th at the
time. March 23rd The same breeze still in the bay the
ship averaging from 10 to 11 knots. At noon ascension
300 miles without sight of flying fish nor seen. We
passed over the spray no sail or masts in sight at
Sunset. March 24th Nothing particular occurred with
noticing lots of flying fish. Very hot weather 49th miles
off the line. March 25th The light breeze wind died away
about 8th in the morning and was followed by light
breezes from both sides. A lot of flying fish were seen today. Passed a little schooner two Gal-
Clarke 2nd days out from Bermuda bound to New-
Beco. The preceding night being my watch my watch
my watch mate agreed with me to have a look
with our young friend the surgeon. A large top, block
and 4 thirty two pounders completed his ballast.
When he came down about 4 bells to turn in, he was
saluted with a roar of laughter from half a dozen mid-
ship who had stowed themselves away to enjoy the fun.
Such jokes as the preceding occurred in night watches
now and then 300 miles from the line and 9th from
Ascension. March 26th Nothing particular occurred. Wind
still from the northward. Very lucky in keeping it so
long. 267 miles off the line. March 27th This day con-
tinued the same way as the former ones with a light
air from N.E. but before noon the wind shifted
in a squall and we entered the E trade. Only 160
miles from the line. The petty officers asked for

(P. 21...)
mission from the Captain to perform the necessary on
the morning, but he refused, stating his reasons to be on
account of the badger being on board which might be
in fact and otherwise, but that he had no objection
to their going through the frame. Three large ships were
in sight on the sea. One was two outboard and one homeward
bound. The weather changed very suddenly in our en-
terance into the trade. March 20th the day was fine
throughout with the exception of one or two rain squalls
which gave us a thorough drenching. About 8th in
noon was heard from the ship's hauler the ship which
was answered by the Captain and immediately the
Captain and his wife made their appearance with
their motley train. After the customary questions, Mr's
own Captain, what is your latitude & longitude, where
are you from & so which were all answered by the
skipper. In the evening aft under the coat of a shower
of water from the top & haze. It would have done any
one's heart good to have seen the fun. The haze was
spread on every part of the deck; and officers, ladies, & men
got a thorough drenching. After this introduction he
went down through the ship, visiting the ward & gun room.
All the officers went through the shaving process, which
had the most ludicrous effect possible. Nothing partic-
ular occurred after wards except that Master kept the
got so drunk he was obliged to be carried out in an
incubator state. His amiable consort was very nearly
as bad as himself. March 29th Such a lovely day,
scarce a cloud in the heavens and both sea & sky
such a beautiful blue that I could hardly take
my eyes from it. Crossed the line about 11th so here
a change soon followed in the heavens, the heavy

(P. 22...)
sea squalls peculiar to this latitude began to pour.
Heavy squalls which rolled us through in the wind.
I amused myself to stay in studying astronomy.
Nothing particular occurred to day. A large vessel
and low spirited she seemed appeared again to night
but its appearance was fainter every time.
After passing the line we felt the whole force of the S. E. trade
wind which frequently kept us under single reefed
topsails & top gallant sail. Our average rate for a week
of a week was 7 knots which soon drew us into the
vicinity of the tropics. April 15th fell in with Cape
Hens Pigeons, Albatross in great quantities which we
saw. Followed the ship feeding on the refuse which
fell overboard. The Albatross is a splendid bird with
a white body and dark coloured wings. Those I saw were
small, but a full grown one sometimes measures 12
feet from tip to tip of the wings. The Cape Hen is rather
smaller than an Albatross and is generally of a dark
coloured hue interspersed with patches of black about
the wings. Cape Pigeons are about the size of a full
grown duck with very soft plumage. The belly and
underneath part of the wings are white, the part black
with patches of white scattered over them. I liked them
much better than any other bird I have seen at sea.
On the 16th 17th & 18th the old ship walked along in
gayous style. Her being common thing & 14 knots
frequently performed. Made 200 miles in one day. On
the 25th the weather looked unusually wild & every
appearance of a dirty night setting in. Our confi-
dence were not unfounded, for at 9th 30th the coming
gale was ushered in with a heavy squall from N. E.

(28.)
Accompanied with Thunder lightning and very heavy rain
the wind came down so violently that although sail was
shortened on its very first appearance we escaped only
with our main, Mizzen Toppmast and lower splits. While
the jock with which the main Toppmast brought up again
carried away the standing stay. However before 12 the
Toppmasts were tumbled except and every thing made snug.
During the night the wind increased to a hard gale and
blew without intermission until the evening of next day
which was ushered in with more moderate weather.
During the whole of that time we rolled most awfully
so we could stand on the deck without rolling over to
leeward. I nearly broke my leg with a lance from the
weather side the deck into the lee scupper. As for our
berth I never saw such a scene before. Every lurch away
went sextants, quadrants, plates, dishes, tumblers & in one
mass of annihilation, but the most amusing part was
at dessert if dessert I may call it. Parties of two or three
sat down on the deck with a bottle of Cherry Lick with
his glass in hand. One lurch and the ship gave
sent them all flying over to leeward. bottles, tumblers
and all in such a flight as no one ever before saw.
On the 25th the weather became more moderate but a
heavy swell still continued. I think nothing can be
so beautifully grand as a gale of wind at sea. It strikes
every mind with awe, and makes us feel our lives
are not in our own keeping. 27th April. Observed land
on lee bow distant about 30 miles. Towards evening it
fell dead calm with heavy squalls at intervals. Day
heavy swell ship very uneasy. 28th still no wind. Ship
drifted to within three miles of the shore.

(29.)
Saw a little schooner coming down to us with a nice
beech. Beautiful view of the Table Mountain without
a cloud near the 29th dead calm but the ship had
fetched round further from the shore than on the
preceding day. 30th in the morning about 3 o'clock
we were favoured with a breeze from the N.W. which
enabled us to make sail. Passed the Cape at 10 o'clock.
From that time until 8th we continued beating up
Table Bay towards Simon's Bay with squalls and calms
which greatly retarded us. At 8 we anchored in the
Bay close to the Flag ship. Wacketts 52 bearing the
Flag of Rear Admiral Sir. Thomas Boscawen. The Cape of
Good Hope is a noble headland stretching some way
into the sea with very steep and rugged sides. Found
laying there the Beacon light the Samarang 25 & Thuid
erholt steamer. The troops were landed in two stages after
our arrival with the utmost expedition and the topmasts
struck preparatory to setting up rigging and staying
the masts so Simon's Town. I thought a very nice
little place, so great attention paid to cleanliness
The houses are very much scattered which makes it have
more the appearance of a village than a sea port. Some
ships always anchor here in the winter time on ac-
count of the severity of the storms during that season
and which makes it dangerous for vessels to lay to
Table Bay. The dock yard & victualling office are in ex-
cellent order though rather small. There is an excellent
landing place at the dock yard for any other N.
Ship's Boats. In landing at any other place on the

(11th)

Must be careful to avoid the rocks which lie much detached and are very dangerous to boats. Saw an old shipwreck in the Amaranus Lake (Hucfield). By your assistance, at 10 o'clock left us to join other ships on the station. Received orders from the Admiral to prepare to embark the 12th for the Mauritius. Great confusion consequently prevailed Sailmakers repairing the split and torn sails. Boat was full, and those on board settling and preparing for sea made us in no very agreeable state. April 5th Monday rather fresh from S. The Captain and his crew have taken a schooner with slaves in off the island of Madagascar, part of her cargo on board. The Admiral in command on the station occupies a small better house on the beach with his wife and family and where he transacts all his public business, except when duty calls him to sea. He seems of a very nice old gentleman. Fish seem to be very plentiful in Senous Bay especially during that part of the year when the S. S. winds prevail which bring down in great quantities. Rock-cod, skate, mackerel & other fish are to be found. Tuesday May 10th was rather a fine day considering the season of the year. Not much particular occurred worth mentioning. I was kept constantly employed from morning to night, in trans. provisions, water, stores, &c. &c. from the shore to the ship. On Thursday I was fortunate enough to get a day's leave to go on shore. Elliot, Barron and myself accordingly started at 7 in the morning with our guns, animal dogs. On the other side the town-fence we met with a one house boy named to us. He was inside and nobody on the top which we immediately took possession of. After a ride of about three miles we opened Fish Hook Bay, and having

found our "cove" five miles we started to foot across the sands at the head of the Bay. This was a thick sand at this night & we were very dangerous in our situation on account of the great quantity of water brought down from the hills, but at this time I would have found going across after having made several unsuccessful attempts to cross the beach on the right of the Palace which was covered with quicksand, we struck off to the left up the beach and having reached a small hidden part of the strand a passage across was soon effected before we had made more than a mile or two. I saw a farm house here in sight, and as luck would have it a fine pheasant sprung up at the same time which Elliot brought down. The report of the gun brought two farmers down to us one of whom was evidently a simple tenant or guardhouse. He snatched the bird out of his hand and actually shot his stick in his face. Very naturally cocked my gun, firing, since we assumed the defensive in serious and hostile demonstration, and prepared for action. However we explained the affair as well as we could. (The farmers were indentured) and every mind calmed accordingly on our respectable services officers of the "his ship in the Bay." The old farmer turned very civil after that and we went to his house, where we sat down, and overhauled our ready flash. Ten minutes sufficed to explain our inward man, and the march was soon continued. Crossing the hills we struck into a deep valley at the head of which stretched a lagoon close by the sea. Away we went but on and down the hill expecting to find a powder of game. But when we had waded up to our knees in mud & water we had the satisfaction of finding we had been gulled. After that our ride lay over the hills. Small birds were attacked most furiously to make up the spot of the day. I brought to on a stone by the road side about 2 miles off town completely fagged out. However after a brief

(20.)
Despite we all pitched way again and got on board about 6
in the evening to a pleasant little dinner, party of four
persons. I saw some very beautiful birds which I was
unable to come across. One species in particular was remark-
able for its long tail composed of 6 feathers of about a
foot long. It was no bigger than a snipe and had a long
curved slender beak like a woodcock. Another most beau-
tiful bird was about two inches long with a red breast
coloured back and feet tinged with red. But I am not
naturalist enough to do justice to the beautiful shape &
colour of all the birds I have seen. Numerous birds were
frequently seen, but unfortunately I was unable to procure
a perfect specimen. Must not let this imperfect account
of my perambulations in South Africa pass without an attempt
to describe the beauties of the country. The appearance of
the land as you proceed further towards Cape Town cer-
tainly improves very much and in some places is really
beautiful. Further inland taken on the whole, it is exact-
ly English with little farm houses interspersed in various
directions of the colonies. The mountains are very high towers
the sea about 2000 feet is the average height. Table top is
3500 feet above the level of the sea. Their bases seem to con-
sist principally of granite blocks, but often gradually dis-
arranged masses of old red sandstone & rocks of granite
towards the top. Every patch of land has its covering of
plants & vegetables, in short I may say it is perfectly English
especially the moors with heath & heathery combined.
The houses are built much after the English fashion with the
exception of flat roofs. There is only one hotel of any note
called the British hotel the usual resort of Naval Officers
and where there really was good accommodation. Old London
used to be the great place for taking in sea stock preserved
potatoes &c and was generally reckoned to be the best in

(21.)
mous town. I should certainly recommend him to any
Naval Officer, as he is a very respectable person, and can
furnish you with any information you desire. European
carriages are the fashion but the native carts or wag-
gons are still in use. They are something like the light
four wheeled waggoners cart in England, and have gen-
erally a team of 2 oxen. One fellow holds the reins & the
sit on the starboard side with an enormous whip about
seven fathoms in length. The reason why their teams
are so long is on account of the quantity of land which
they travel over, on their way to Cape Town. I anchored the
British Ship Margaret. This ship I remember as having
visited her in Plymouth Sound. She sailed three weeks
before us and arrived 10 days after us. Four of her cargo
died on their passage out and the surgeon was very
ill of a rheumatic fever at the hospital. On the 15th the
stores water & provisions were completed & only waiting
to receive the hoist of anchor from the Cape. Our surgeon
was discharged on Sunday May 14th to the British Ship
vice the one dismissed and our old Portuguese ship
pointed sailing of the Thunderer. May 15th very little oc-
curred for some days with my noting down. The British set-
ed early in the forenoon with the Admiral and his family for
the Hill of France. Every one was busy during the next 3 or 4
days getting in stores, provisions, and water for a long cruise.
On the 20th having every thing prepared, we weighed at 6.30 AM
and stood down the bay with a light northerly wind. May 21st
Sunday the wind favoured us very much, being still right abeam.
The old Thunderer seemed highly favoured with fair wind though
they never blew with any great degree of violence. Passed the
Mary Anne barque from Bombay to London and a strange big
which showed no colours. But let her have been private, slave
or any other description of "winged monsters" The Stately Queen
of the Ocean moved on in Her Majesty as if disdaining to look

down upon me so much beneath her in stature and nobleness.
 June 3rd The weather which had previously fine and lovely, suddenly underwent a change and the wind began to blow fresh from the Northward. Before the shades of evening closed around us it was blowing a heavy gale of wind with deluges of rain so that 4th which was my fourth birthday at sea we were under strain staysails. The squalls were most awful. Three times our Mainstay was blown to pieces whilst the greatest fears were entertained for the safety of the masts from the heavy lee lurches she gave. On Sunday night about 11 P.M. split the Fore main Topmasts in a heavy squall. Tumbled all three and lay to for the night. Transcendent sea running ship labouring very much. June 5th Agreeably to our expectations the wind had considerably abated which enabled us to make sail by degrees, so that by June 7th she was again clothed in her snow-white cloud of canvas. The heavy rolling which succeeded the gale endangered our masts and rigging to a great extent. Our cordage on leaving England being very old and consequently much chafed. Our chief apprehension was on the Fore mast backstays and lower shrouds. As it was our Main Top Mast stay was twice carried away with the violent jerks it received, one Fore Topmast stay, one Main Royal stay, 2 Main shrouds, together with sails which were split would swell a bit which my present journal could not possibly allow, and which perhaps my future female readers (if they should ever have the honor of falling into their hands) would pronounce nonsense and trash so for their sakes I will dispense with sea terms as much as possible. A description of every day scenes that occur on board a man of war especially a troop ship, would if related constantly produce so much tedium as to make it to show if not extremely disagreeable, so I shall skip over the many hours passed in the before mentioned monotonous way and transport my subject to the vicinity of Mauritius. On Friday evening June 9th about 4.30 land was made on the lee bow but at so great a distance that it needed very little to divert the eye into its being the last fleeting edge of an azure cloud but the rapid rate at which we were then approaching it soon

dispelled the illusion and it duck the ship was laid to with her head off shore. In this comparatively inactive state we lay until the morning broke, when the head of the obelisk vessel was once more put towards the shore. After having traversed half the circuit of the island, Port Louis was seen bursting from the foot of a short but majestic range of mountains and partly buried in the bosom of a deep bay or creek as they well term it. Having a fine leading wind we soon came to an anchor off the Bell Quay as close to the shore as the depth of water would possibly admit and the safety of the ship would allow. How many a night have I listened at the solemn tolling of that bell when all the living creatures around me were buried in deep sleep. As it was rocked to and fro by the undulations of the sea, the deep rich sounds it sent forth sounded exactly like the passing bell, and brought to my mind many many recollections of the past when I was an innocent child in the good little town of Mandal. But how how far removed from home perhaps never to see it more. I do not think I mentioned before a most ridiculous scene which occurred during the gale. The ship was tolerably quiet but every now and then as a large sea swept under her, she gave a most tremendous lee lurch. It was in one of these gambols of the devil that we were all seated at dinner. At the weather end (our table shipped athwart) was a most majestic whack of salt horse, attended on his left by a wretched brew of boiled potatoes; at the lee end of the table sat an old fat mate, diligently bolting a doke of dogs body. Being too much intent in stuffing his guts to remember the customary precaution of holding on by his eye lids, when the ship gave a lurch away went the unfortunate old ruddy with his hat in the lee scupper. Before he had time to recover his breath or his legs, his Majesty the aforesaid Lump of salt-horse came bounding along the table at a most majestic rate right into the face of the unfortunate ruddy, attending which was his never-failing train of boiled spuds, pummeling the phlegmy nomy of the unfortunate sufferer with unparalleled force

while to make it worse, and at the same time to end the con-
fession, they were followed by his own plate beating across
his nose, distributing its own grave demerous over the
whole countenance of the "placid" and "martyr-like" sufferer.
Such scenes as these were of frequent occurrence and gave us
many a good hearty laugh to force our fid of dough down
But of all things in nature a storm at sea is the most awfully
ground. Away from the influence of land within one or two
thousand miles, the whole force of the winds and waves are felt.
During the night when the storm was at its utmost and the
wind howling through the rigging a vivid flash of lightning
every moment displayed the raging elements and taught us
to feel how insignificant we are. Every one has heard of the
lapse lights which are seen on the yard arms of a vessel
in a storm, especially in the Southern Atlantic & Indian Seas
in the vicinity of the Cape. I saw some of these in the
water. They had the appearance of immense balls of luminous
matter which shone with lustre and floated close to the ship.
But whether they are the supernatural beams placed over the
Mariners' grave. I shall leave it for abler heads to determine.
Mauritius or the Isle of France as every one knows was the
scene where Paul and Virginia was enacted. I was not able to
go on shore until the 10th on account of the bustle and confusion
incident to embarking and disembarking troops. But on the 16th
at five in the morning, I obtained permission and started immedi-
ately (solus) with my own walking stick and good spirits. Having
found in a stock of cigars. I commenced my journey towards the
plains, a small village about seven miles distant from Port
Louis, and where Paul and Virginia were buried. After a long walk
I arrived at an hotel in the vicinity of the Tomb and having
made an excellent dinner on roast fowl and claret. I walked
into the grove about half a mile further down the wood.
Here I arrived at 8.30. having been 1 1/2 hour walking seven miles.
The last resting place of the brother and sister, is situated in
a remote wood about 3/4 of a mile from the village upon
the banks of a little stream. They were much decayed, but pre-
sented quite a shape enough to give them an interest in
the eyes of travellers. I took a sketch of the place.

On my return to the hotel I met with two English gentlemen
who had been travelling in India, and whom I found very
civil and enterprising. After I had seen the Botanical Garden
(from which I brought a seedling) I returned on foot to Port Louis.
The appearance of the country is the most beautiful I think
I ever saw. Although the soil is not very rich, the whole sur-
face of the country is thickly studded with trees and shrubs of
every description and variety, while the bases of the mountains
and in many cases two thirds of the mountains are covered with
fine palms and bamboos. The mountains are neither very high
nor very extensive, but their steep and almost perpendicular sides
give them a very majestic appearance. Among them are the pe-
tious Peter's Hill and the Mount. Several rivers intersect the
country and add to the delightful effect of the landscape. Port Louis
is a most miserable town composed of wretchedly built houses,
but the streets are spacious, and kept in good order. Every
nation under the sun may be seen in this town. Dutch, French,
Indians, French, English, Negroes, Chinese, are only a part of them.
Most of them go about in a complete state of nakedness.
On the whole and to make a long story short I was not at all
impressed in favour of Port Louis. During the time we re-
mained there. I had to follow to the grave my sister and her
friend Mr Goldingay (Bostonian). He was a good and worthy
old man and no doubt has met his reward in heaven.
He was interred in the island burial ground, a beautiful &
romantic cemetery, on the close of the evening after his death.
and the last tribute paid to his remains were two volleys of
musketry fired over the Mariners' grave. The weather at Mauri-
tius is generally fine on account of a S. E. trade wind constan-
tly blowing and which makes the air cool and delightful.
When a hurricane commences it generally blows from
all points of the compass. Before we arrived the south part
of the island had been visited by one of those raging storms,
and which had committed great depredations. Several large
Indians were dismasted at sea and two so much injured
that they were condemned immediately on their arrival.
The harbour of Port Louis has a very narrow entrance.

between the coral reefs, which run out a considerable distance from the shore; but contains an excellent refuge from the sea. It carries for a few ships. I tried to purchase some shells for my friend. Scarcely any, but I was unsuccessful in only getting common ones. On the 20th the Admiral and Governor came on board with their wives and families to have a look at us, and in the evening having embarked the 8th Regiment we weighed with a light S.W. wind and soon dropped our anchor out of sight. Next morning about the side of Kouroua making rather slow progress. Nothing worth mentioning happened for some time. On the morning of June 26th Madagascar was seen on the lee bow about 100 miles off. General expectations of the new gales setting in. My time was generally passed in that lazy listless manner that many persons do who have nothing to occupy them whether they are willing or not. June 29th very vivid lightning from the sea and best accompanied with distant thunder. The electric element showed itself to great advantage, the night being extremely dark. I must take rather long ships at present, as every day gales would be very irksome. A ship sailing in the middle of the Atlantic for weeks together without seeing land furnishes no proper material for spinning yarn. On the afternoon of July 1st passed a Liverpool barque the Mary Girdle bound to Calcutta. There is something so exciting, so childish. I may call it, in the delight men people take in passing a ship at sea, no sooner is she seen than her mighty hull-lessens in the distance until nothing but a small white speck on the horizon is left to show the place where she was. On the 6th of July buried Donna Mackernow wife of the colour sergt. 8th Regiment. It was soon after the commencement of the burial that the new gale overtook us. Sail was shortened to storm staysails & every thing made snug for the approaching war of the elements. I think

I never before witnessed so grand a sight. The gale reached its height on the midnight of the 6th when the sea was literally running mountains high, at least nearly as high as our Mizen top. The intensely dark night was only made more visible by the phosphorescent state of the sea which dashed itself into volumes of spray over our wooden walls. Three days we were knocking about in the Mozambique channel. The fourth we made sail again and ran along favourably with the S.E. trade. July 11th passed Table Mountain. 17th & 18th we lost two more men belong to the 8th and on the 20th another followed them to the bottom of the deep. Wednesday July 26th at 4^h 45^m we discovered St. Helena right ahead and on the following day at 10 am anchored in the road. St. Helena. The general appearance of St. Helena from the sea is barren and rugged, but on a nearer approach the eye is agreeably relieved by the verdure of the intervening vallies which are occasionally seen between the clefts and chasms with which the island abounds. James Town is situated on the lee side of the island to leeward, in a narrow cleft formed by two immense bluffs which rise to the height of 800 or 900 feet above the level of the sea. The general appearance of the town struck me as being remarkably neat. The gentlemen's houses are numerous and well built, & the shops are not mean. On Sunday I took a stroll into the country. My first start commenced with a view up the Jacob's Ladder, built on the side of one ^{of the} bluffs before mentioned to make communication of shorter moment with the garrison at the top. It is composed of upwards of 634 steps. 10 minutes is accounted a great feat to run up in that space of time. I took just about double that time

after many halts on the way. Having gained the top of the hill; my route lay in a S^E direction along the other side of the hill, facing the signal staff and on the western end of the island. Plantation was the first place I came to an anchor at. Abounding with gentlemen seats & beautiful plantations from whence it takes its name. The grandest sight of all in this remote island is to go into the valley beneath you. The mountains rise above on either side to the height of about a thousand feet in all their grandeur, without a single thing to intercept the view. The broadest valley is not more than $\frac{1}{2}$ mile wide and that is the one in which James Town is built. It was at this place I fell in with a beautiful cascade. It fell from a ledge of rock sheer 200 feet perpendicular, but the height was so great in proportion to the body of water that it was dispersed into spray long before it reached the bottom. The only thing I regret was not having my sketch book with me or I should have made an attempt at the beautiful landscape. From what I could judge of the geological state of the island the base is decidedly volcanic but posterior to that has been severely exposed to the agency of water. I examined the island for some distance along the sea coast or rather water I may call it and found invariably that the base was composed of blocks of volcanic lava and decomposed lava, surrounded again by granite, and very soft sandstone in alternate layers all the way to the summit. In the interior the volcanic mounds are very apparent but with all these proofs I think that Saint Helena has lain more under the influence of water than any

other element. The high and rugged peaks with which the island abounds attract the dense watery clouds carried over it and their burden is discharged into the valleys wearing away the soil in large quantities. This accounts for the deep ravines which intersect the island. The cascade I mentioned had apparently worn a deep furrow along the hill side on which it found its way, and many others of still greater size were undoubtedly performing the same change. St. Helena might with a little trouble be turned to still greater advantage; the soil is in no place very hard except on the summits of the hills and along the sea wall. Provisions and luxuries are as expensive as at Mauritius. Sunday 30th July. His Excellency Colonel Maitland and his lady (paid) us a visit & expressed their wishes much pleased with all the arrangements. The person who reads this will no doubt be surprised to see (paid) that in the former manner, but as I detest scratching out with my pen took a wrong twist, I let it remain as it is. Anchored Beagle and Bellisle from the Cape of Good Hope. July 31st Sailed from St. Helena in company with the Bellisle and Beagle (all homeward bound) — I had almost forgotten to mention a song which I picked up in Mauritius on the departure of the 87th Regiment, and which I took a particular fancy to.

Farewell 87th the hour call is sounding.

The Thunderer's voice has been heard from the waves
The fond hearts of Erin with joy are now beating
And with "Head Mill a fadhá" will welcome the Spane

Long, long have ye served in this far distant isle
And sighed for your father land far in the west,
But the time has arrived when the joy kindled smile
Shows the tumult of feeling which dwells in your breast
To Erin you hasten the land of your sires
The isle evergreen with affection & love
And there will you find round its altars & fires
Sweet moments of happiness blessed from above,
Farewell of the May the winds and the waves,
In friendship attend on your track through the deep
Long indeed shall we feel the sad pang parting leaves
And while Erin's exorcising, the land shall weep
Mauritius.

June 12th 1842

I think this is not a bad price, who the poet is I could not find out, but he or she was a resident in Mauritius. After a passage of six days, we made the island of Ascension and on the 6th anchored in the road, without anything particular having occurred during that period. We only remained at an anchor 30 hours, in order to complete our water, which we received from a little schooner lately arrived from Madagascar, having been captured by the crew with upwards of 160 slaves on board. The only place in Ascension which you can call the country is near a place called Green Mountain, and where there is certainly some signs of vegetation. It is here that their principle stock of cattle and animals on the island are reared. But standing on the summits of the highest hills (Green Mountain is the highest) your eye can command the whole circuit of the island, but nothing is to be seen but the steep & precipitated cones of extinct volcanoes & high blocks of lava and scoria. The garrison for

town it can not be called, is situated on the northern or lee side of the island. It is composed of a garrison consisting of a regiment of Marines under the command of a Captain of Artillery the Governor of the island & the dockyard store houses, to which add the houses of the soldiers wives and you have my picture of Ascension. The island as every one knows is famous for its great quantities of turtle which here attain a considerable size. The day before we sailed we received ten blue for Her Majesty, two for the Admiralty, one for Captain Berkeley the old Captain of this ship, two for Captain King & the officers, and four for the ships company. The price of a turtle whether great or small is 30 dollars. I could not succeed in catching a small one owing to the vigilance of the watch who are placed to protect them in the hatching season. Cows are also provided for them in which they are deposited after being brought from the creeks and bays. On the SE side of the garrison rises an immense hill, to the summit of which is a Naval signal station. This hill has undoubtedly been a raging volcano from the deep crater at the top and the rugged lava covered furrows which run down its steep sides. But the curiosity of us poor mortals can not be satisfied as to the length of time since this crater was in a state of action, perhaps many thousand years ago, but the whole state of the soil sufficiently attests that at some remote period the island was the scene of an awful and raging furnace, but another change has passed over the face of nature, and now has come the period when its rugged peaks are falling and crumbling into dust under the remorseless hand of Time. I was much pleased with the general look of the inhabitants. Every one seemed well fed, well

clothed, happy and contented, although their principal diet is turtle, very little else being attended to in this barren place. There is an excellent wharf for landing goods from merchant vessels, but the heavy surf which sometimes sets in renders landing rather inconvenient. The Bellisle and Beagle arrived soon after us. August 7th sailed from the island on the passage to the Western Isles, without either Bellisle or Beagle in company, their delay being occasioned by landing provisions for the use of the Western Coast of Africa Squadron. The reason why provisions are sent so far from the coast is on account of the dry & healthy state of Ascension, where they keep much longer in better order than at Sierra Leone. August 7th and 8th lost two seamen & a Marine from disease. One of the former a fine lad of 22 James Beardon by name, fell from the Mizzen Top jib into the Quarters. Boat a distance of nearly 100 feet and was taken up in an insensible state. He lingered in a piteable state between insensibility and delirium for five weeks, when death put an end to his sufferings by concussion of the brain, a piece of his skull being ^{knocked} off about 2 inches square. But the most extraordinary part of the story is that after our arrival in Ascension his father came on board us (a seaman in the Bellisle) expecting to find his poor son in such a state. He was perfectly delirious and even did not seem to be aware of his presence. The poor father departed in the evening with good hopes of his sons ultimate recovery. But he expired the evening after we sailed in great agony. August 9th A continuance of beautiful weather. Moderate S. breeze. In the early part of the forenoon we committed the bodies of the poor fellows who died yesterday ^{to the deep.} The weather was exceedingly appropriate

for the solemn occasion August 10th In the latter part of the evening boarded the English barge *Mermaid* 30 days from Liverpool. Nothing of any great import had transpired, we only obtained further accounts of San G. Council's ^{business}. But nothing of importance. August 11th At 4.30 crossed the line & continued on our course with a moderate breeze from S. August 12th At 3.30. My exchanged colour with the English Barge *Cossack* 40 days from London to Port Adelaide. From this day to August 14th I must make somewhat of a skip, as nothing was to be seen but sky & sea. Passed three merchant vessels running to the E. of under all sail. Lost another poor fellow in the Marine's ^{aged 25 years.} I expect when I read this journal some time hence to be rather disgusted with its monotonous character, especially in this part of it, but I must be contented with it as I have determined to write an account of every day's proceeding if possible; which on a wide waste like the ocean is only chequered occasionally with incidents worth remarking. August 20th Departed this life Mr. Trayer (seaman) aged 24 years. Committed their bodies to the deep. August 24th the wind had headed us for the last four days from the Northward. In the evening it fell into a dead calm & a target was laid at about 800 yards distant for shell practice which was by no means bad. Departed this life Robt. Wood Pt of the 87th Regiment. What sad reflections constantly arise from the contemplation of mind when day by day death deprives us of a shipmate or messmate & in such

(160.)
a comparatively small community as a ship's crew, compared
with the wide world which we inhabit. The question naturally
arises. Might we not have been one of them, & then the thought
of when returning home to the bosom of your happy family
after an absence of many years, with all the bright anticipations
of future happiness & joy crowding every recess of the
heart to be snatched in the pride & bloom of youth
by the cold remorseless hands of death, is enough to make the
feeling mind pity and shudder at the awful but nevertheless
true picture of human frailty. But the King who frames
us in his own image has his own wise ends to bring about
and our future hope and trust in this life should be to
live so that at the last day when all men shall stand
at that dread Tribunal from whence there is no appeal,
that we may be permitted to know the great & mysterious
mysteries which actuate the face of nature in every
instance. August 26th Passed a Swedish schooner standing
to the southward. Still lumbered with foul & variable
winds from the Northward and Eastward, but fine mild
weather. August 28th Another young soul called Bruce
Geo Field seaman aged 20 years. Light baffling winds from
N.E. September 1st Exchanged colours with a French brig
standing S. & a Yankee brig standing S.W. September 2nd
and third nothing worth mentioning excepting that several
schooners passed us; all outward bound to the evening of.

(161.)
September 3rd Landed off Porto del Gado; St. Nicholas one of
the Azores. I was very much disappointed in not being able
to go on shore to see the various curiosities of this truly
beautiful island with its crowded & luxuriant fields & well
stocked plains & orange groves for which it is famous.
The vine & citron also are in great plenty here & form a
great article of exportation. Immediately on approaching the
island, at a comparatively great distance the odorous
heaves were gratefully relieved by the delicious smell of the
fragrant fruit trees gently wafted from the shore by the
land wind. Not being able to see more of the town than
what I contrived to steal when with my boat on shore I was
not expected to give a very detailed account of its appear-
ance, but suffice it to say that I thought the houses had
a remarkably clean and neat appearance. The inhabitants
in general were healthy and respectable looking. Notwith-
standing this they have a very filthy appearance. Being ac-
quainted in all sorts of costumes, the Spanish & Portuguese of
course predominate considerably. The chief produce of the
country as far as I was able to ascertain was chiefly com-
posed of oranges, citron & several other fruits of delicious flavour.
Leather flowers are sold here in great quantities and some
I saw were very beautifully executed. The landing place
is very convenient in such a place as Porto del Gado for.

then with low winds the sea breaks with tremendous fury on a
 sunken reef about 600 yards from the shore, but shortly the
 reef is passed by a quick and dexterous turn of the helm, the
 boat shoots round headlong with the last surge and is thrown
 into a spacious basin for boats & small coasting vessels. Some
 years ago a storm from the accompanied with a tremendous
 down sea swept away the sea side of the fort & washed com-
 pletely over the church yard, flooding the church itself & causing
 general consternation & dismay throughout the town. Since
 that period it has been built up again much stronger &
 handsomer than before. The town is well defended on the
 sea side by strong ramparts but so far as I could judge
 was totally unprotected on the land side. But the small
 hills which surround it in some measure might protect it
 from an attack if well backed by a small quantity of
 well disciplined troops. But in the present poor state of
 the country it would be folly to attempt building land
 ramparts by a community too distracted & divided to keep
 even their own town in a state of repair. But adieu to
 St. Michaels the land of the citron & orange, for the good
 ship Thunderer, has at last turned her old head towards
 happy England once more & every heart is full of joy and
 anticipation at the thoughts of once more meeting our
 parents and friends. I forgot to mention I was informed
 by an respectable English merchant in St. Michaels

that the island contained two or three mineral springs
 and a volcano, which I more than ever regretted I did not
 visit. The anchorage off the town is in general good though
 in several places the soundings are very deep being from 40 to
 70 fms. sand and mud. The winds most prevalent are from
 the west though sometimes they blow to other points of the
 compass. September 4th at 4 1/2 P.M. weighed from St.
 Michaels with a light S. wind, made all possible sail
 with Rod storm sails. 6.30. Cleared the land. September 5th
 Bearings at noon Lizard Light N 50 E. 11.40 miles. Passed sev-
 eral bays & schooners outward bound. September 10th This day
 we had the misfortune to lose Lieut H. P. Haunt of the
 Irish Fusiliers from a lurking disease which had been
 contracted during his residence in India & which he never
 afterwards could shake off. We buried him almost in sight
 of his native land to which he was returning after an ab-
 sence of thirteen years in a foreign clime with eight fam-
 ily, young & of good family. September 12th Heavy sea
 swell ship rolling heavily. Passed a ship (American) nine
 days from Havre to New York. foul winds & calm alternately
 every day September 17th Exchanged Nos with the Premier trans-
 port laden with stores. September 20th Exchanged Nos with
 a French pilot boat. Broke soundings in the British Channel
 83 fms sand. Bearings at noon Scilly. St. Agnes. Light House.
 N 17 E 50 miles. Spoke the English Barge Perid from

(184.)
Honduras. September 22nd. At 6.30 My Trade St. Lighter St on
the lee Bow. September 23rd at midnight. Eddystone light
14.5 miles. Sept. 25th wind Sw. good view of the Cornish
coast with all the fishing boats leaning their different parts
on their daily avocations; as far as the eye could reach
could be seen the English cliffs peeling above the sea and
at 10. Half past bend into view on our weather bow
at 11. came to with B. B. in the Sound. Found lying there
the Corvet ship Anson having 500 unhappy souls on ^{board} in the
case of her departure for New South Wales. We were all very much
surprised on our arrival at Plymouth to find that the Bell
isle which left Ascension the day after we had arrived a
fortnight before us, & was on the point of being paid off.
The reason was obvious, although some copper headed people
took advantage of it and attributed it to the bad sailing
qualities of the old ship. The captain of the Thunder wishing
to make an experiment made his passage inside the coast is-
lands, & thereby ran the risk of losing the beads & falling in
with light winds & calms which we had the misfortune to do
whilst the Kellie taking the most frequented track namely
several degrees outside the islands consequently kept the Trade
winds much further north than we did. A schooner arrived
the day before us in Plymouth which had been dismantled not
more than 80 miles to the westward of us. By the tail of a
hurricane and had lost fifty of her turtle overboard. (She was

(185.)
laden with turtle from Ascension; while the only indications
we had of wind was a long heavy Sw. swell, but not a breath
of wind. Having rigged a jury mast and set on it her main
topsail as a foresail & F. T. G. sail as a topsail she continued
to get in two days before us, having had a spanking breeze
breeze the whole way. Plymouth of course appeared just the
same as when we left it 7 months ago, with the exception
that the summer had glided by and autumn had just begun
to scatter the faded leaves on the ground. We did not wait
long in expectation of our orders for paying off. Next day they
arrived and having made all snug the Commodore steered us
us in tow for Hamoage. The band of the 45th Regiment playing
See the conquering hero come. The spectators were very numerous
and well they might be since the old Thunder was the last Sea
D'Veer ship that was going to be paid off. Immediately on our
arrival at the morning the top gallant masts were sent on deck
and every preparation made for disembarking guns, stores, am-
munition &c. on the morrow we found the Caladonia, Casper
down & St Vincent. Three three Deckers had sailed for the Cape
of Good Hope immediately on the outbreak of the Greek rebellion with
the principle object in view of frightening the inhabitants into
submission & I suppose they partly succeeded. In the country down
after relapsed into a comparatively quiescent state September 1824
Third anniversary of Sidon. How soon the years flew by. Since
I first commenced my career on board a man of war

I was then quite a youngster about 8 months in the service when the capture of that town took place; but even now it is as vividly impressed on my memory as if I had only seen it a week ago. In the evening we had a small supper party when all the heroes of that memorable assault drank each others healths. September 29th Envelope Capt. Jones anchored in the Sound prior to her departure for Cork. This was one of the old frigates converted into a steamer for trial. I have since heard she does not answer the expectations of her builders quite so much as they thought she would, being heavy & unwieldy. She mounted 22 guns on her main deck and carried as much sail as a regular frigate of her class. October 7th The Endymion anchored in the Sound only 75 days from Bombay the quickest passage on record. October 12th The Thunder was paid off. During the time we remained in Harwich our time was busily employed in clearing the ship throughout: guns, shot, stow, &c. &c. in fact every thing moveable was transferred to the Dock Yard. About noon on the above mentioned day Admiral Sir R. Pym paid us a visit in his yacht and a welcome sight was he truly to our eyes. For he came to pay us all off. It took the better part of a day to pay off upwards of 500 men and before 5 P.M. the last man had left the ship which for nearly four years had been our house & home. The parting among the officers was both affectionate & heart-felt; for a fellow set of dogs never set foot on British oak. I can make but a poor attempt to describe my own feelings on the evening

I quitted the old craft. When I first went on shore I felt quite lonely and depressed in spirits quite without a cause & would have given anything to have gone on board & slept there that night. But a few hours soon wore away these gloomy impressions and the anticipations of going home & spending a few days with my beloved parents dispelled the dark cloud which had hovered for a moment over my horizon, as a gleam of sunshine on a winter day. In the evening at 7 o'clock we all met (at least as many of us as remained in town for some had already started home-ward bound). The dinner was very good & the wine excellent & the toast & song passed round incessantly & it was not before 12 that we departed with great reluctance for our various apartments. It was near daylight when I dropped asleep my mind was too much employed in reviewing the occurrences of the day, and in making arrangements. Now I should proceed with regard to joining another ship. These however in their turn passed away and as soon afterwards found me sound asleep, from which I did not awake thence be it said until nearly 11th next morning. The first 5 days after the Thunder was paid off I had occasion to remain in Plymouth in consequence as I said before of obtaining another ship. As the period passed in this manner is rather interesting to me I shall give a cursory view of my proceedings. I took up my residence at Mr.

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Hullings "Prince George Hotel" in Stonehouse whom I can recom-
mend to any future voyagers there, as a very entertaining and
obliging man. I then met an old messmate, Dr. Wilson, acting
surgeon of the old ship whose medical duties occasionally in-
terrupted his departure from Plymouth. In him I found a
very pleasant companion after the duties of the day were
over. We succeeded together & in fact relieved the tedious de-
lay we had to bear in tolerable good humour & mirth.
Having on the 16th seen Capt King and asked his advice
concerning my future movements with respect to gaining an
appointment. He advised me to repair to Edinburgh House the
residence of Sir H. Blackwood & offer myself as a volunteer
for his ship if no other vacancy offered itself. This I accordingly
did & met Sir H. in his garden. He received me very politely
and told me he should have great pleasure in taking me
into his ship, provided that when the Fox was commissioned
the Admiralty should have left any vacancies. He stated
he was anxious to get a nice set of gentlemen about him
as his officers and having heard Captain Plugs experiences
(whom I never shall be fully able to thank for his kind at-
tentions) he said he hoped we might agree together. I thank
him for his kindness & having given him my address on the
continent I made sail again well pleased with my ad-
venture. During the time I staid in Plymouth I was
not at a loss for society. Mr. S. Tople of Stonehouse invited

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me repeatedly to his house & with Captain King I generally spent
my mornings. I should have started for London immediately
after my interview with Sir Henry only that he had having nearly
completed his medical documents. I have to for 12 hours
waited he was ready. On the 17th of October having arranged
every thing we started outside the bouquard coach not being
able to procure inside places, at 7 am. & travelled away without
anything particular occurring except the monotonous stage
coach travelling with the intervals of changing horses, and
stopping at one or two villages on the road. The only place of
note we came to an anchor at was Exeter, where we came
down from aloft & came to before a boating place. We had
just time to eat a sandwich & drink a glass of port. Before
we started again. The ride to Bream-bridge was wet & uncom-
fortable so much so that when we arrived at our port we
were drenched to the skin & to make it worse having pas-
sage direct up to London we had to bolt into a second class
carriage which are quite open without any blinds or glasses.
I never felt more miserable in my life. The night was in-
tensely cold & the draft operating upon my saturated clothes
chilled me through every vein & shivered to the bone. It was
near eleven at night when we arrived in the metropolis I
was then nearly dry but in that damp uncomfortable state
between wet & dry. It was with great pleasure we hired a cab
and made the best of our way through the nearly silent streets

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of the hostess city. But still more was I glad when I arrived at
the door of the Hotel Piccadilly & sat down before a roaring
fire. I was so much numbed with cold that I could with
difficulty speak but in an hour I was perfectly recovered &
some keepers and porters being set before us we did ample
justice to them. About 12.30 we retired to our apartments we
came with fatigue & I soon fell into a sound sleep which
lasted until about 10^h next morning. Having made a plain
substantial dinner of roast beef with an appetite still more
vigorous than the night before, I made the best of my way to
Dorset Crescent with the intention of seeing Miss Sheppard if
she had returned from the continent. But old Mary the house
keeper was the only one I met & she remembered me instantly.
From her I learnt that Miss Sheppard had written about a week
ago. at that both herself & father were still in France & in the best
health. I then traced my steps to Temple Bar to find Mr.
Wm. Sheppard. I say traced my steps because I was determined
not to use a cab. that I might have an opportunity of finding
my way in London without assistance & in this I succeeded.
Beyond my hopes for the day I stopped there as well as on my
return. I was able to find my way over most part of the
city myself without asking questions. But to return to the sub-
ject from which I have wandered. I found Mr. Wm. Sheppard
in his old hole in the wall up to his knees in business & papers.
From him I heard his accounts of both Father & sister agree
perfectly with old Mary & having left my address for Miss Shep-

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pard when she returned. I made all sail for the next port by
Mr. Louey's in Broadstreet. Mr. C. & Mr. Barrow were unfortunate
ly in Kendall at the time, but I received a cordial welcome
from Mr. Edwards the chief clerk of the firm, who remembered
my Father & Mother & knew me by the likeness as he informed
me afterwards. I had not long to stay with my friends in
London so having obtained my passport from Mr. Hobbs the
Russian consul in the evening, I amused myself in the best man-
ner I could until 11.30 & then retired to bed. At 11 next morning
I went down in the Blackwall train to meet the steamer at
the wharf and arrived just in time before she started. I had
not been on board many minutes before I fell in with a very
nice gentlemanly young man. I think his name was Greenwood
or some such name, but having written this journal some
months later. I do not quite recollect his name. I found him
a very pleasant and social companion. He was then going
to Leige to visit a Captain in the army some relation of
his & make himself acquainted with the mediments of his profession
before entering that service. The passage across the channel was
comparatively smooth with the exception of a chopping NW. sea
which knocked us about a little. all the ladies & most of the
passengers were dreadfully done up & I had to carry my new
made Grenad on my back to the cockpit from the upper deck
where he had been sitting for the last three hours in a most
woeful state numbed with cold & wet. I spent the evening in
rather a listless sort of manner. I felt neither inclined to
read or write & so having swallowed a New or. I turned in

as being as a bug in a rug" as the saying is & slept very soundly until the morning when the great sounds I heard were the ones given to lash the steamer alongside the wharf. I immediately rigged myself, got my breakfast & proceeded on deck to see my baggage overhauled. The formality of the custom house officers & their being begging my sins & views being at an end my trunk & I set out for the San Antonio Hotel, to wait for our passports. There were so long in undergoing the required inspection that we missed the 10 o'clock train & had to wait until 4 P.M. This gave me an opportunity of seeing the town & its inhabitants which we immediately took advantage of & made the best of our way to the Cathedral of Notre Dame, a beautiful & stately edifice in the centre of the square & towering far above the surrounding buildings. The walk to the top was very tedious consisting of upwards of 700 steps or more, but there being surmounted the view from the summit fully repaid our trouble. As far as the eye could reach were seen the low flat lands of Holland & Belgium stretched in one unbroken waste (or rather plain I should say diversified with tracts of meadow lands & woods, & nearly in the centre the majestic Seldt. rolled onward to the sea. We gazed for some time on the beautiful scenery stretched before us and the busy world below, & then descended to the body of the Cathedral, which I think was the most beautiful I ever saw at least so far as regards the gorgeous paintings and sculpture with which it was loaded. The roof was of immense height and framed with quarter arches, but I am not an architect enough to describe the varied arches & niches of this

splendid edifice & therefore must let the matter drop except so far as regards memory. I thought the museum's picture gallery well worth seeing and the portrait of Rubens on his death bed was admirably done so much so that I felt as though I could have taken his hand. The pictures were so striking. The majority of the paintings there were chiefly of the Crucifixion and other parts of scripture & the miracles of our Saviour. I also observed a beautiful pair of sculptures but quite forgot what it is intended to represent. I think Britannia. From the galleries I went to the piazzas & there had an opportunity of seeing some of the principal inhabitants of the town. At 2 P.M. we dined at the Hotel (taller de hotels) I think they call it. I was quite disgusted with their manner of loading a person at dinner. First of all chocking his tuff with duff & sweetmeats and then giving him some sensible meat; (or uncleside I should say, after his stomach had been thrown out of all order by such a course of food & stuff. About 4 o'clock just as dinner was ended we succeeded in getting a train and accordingly bundled into it, we were conveyed thence from the Hotel in a two horse omnibus for all the world like a stage waggon with foot holes, upon the wood my inside was considerably incumbered by the continual jolting it kept up. However we arrived at the station without any accidents and were soon rolling away for the next town. The country we passed through was pretty but by no means so full of scenery as I expected to find it for the continent. Perhaps it was the time of the year which made the

difference in the view. I have heard so much said of its beauty, that I must candidly confess that I was much disappointed. The sun only showed his face once, or twice during the whole passage and made it unaccountably gloomy. The country seems in general very low and in many places covered with swamps and marshes. After a tedious ride of a few hours owing to the frequent stoppages we arrived at Neuchâtel a town I believe of some note in history, but did not stay long enough to visit. The Neuchâtel station is I believe the largest on the Belgian and German lines at least so I thought by its appearance. Not having seen any more of Neuchâtel than some of its tall spires from which I conclude it has some buildings of note, I shall pass on to describe the next place we arrived at. Having passed over much the same kind of country it does not merit a description here. It was there I parted with my friend who was going to join his relations at a place called Châtillon. I was obliged to remain all night at Liège the train not proceeding any further until the following morning in fact I found this travelling very annoying owing to the frequent stoppages at the villages & other insignificant places we stopped at, and also at the station on account of the incompleteness of the line, although it was the opening of the railroad that day. I was not enabled to see Liège either. The train remained at a place about a mile & a half from the city and as there was a plain neat looking river just opposite it,

came to an anchor there & a very snug place I found it to be. The name I think was Chemin du Fer, or some such name something about a Chemin or fire I know, but never mind the name. Some hostess set before us a good substantial supper to which we both did ample justice. Vegetables and coffee with bread & butter. I slept very soundly that night so much so that the chambermaid nearly struggled with me in trying to rouse me up, in time to dress to start by the next train. In fact I found these trains the most universal conveyances ever invented for the use of man. Truly imagine a coachman just let adrift on shore being obliged to turn out at 5.30 on a cold raw winter's morning to sit in a machine like a tin can tank shivering & shaking like a monkey in fits for the small matter of 5 or 6 hours on a stretch. The chambermaid's shake had but the slightest visible effect more than to make me shove one leg out of bed; (the common thing when the quarter-master calls you to keep the middle watch, to make him believe you are going to turn out, when of course she immediately disappears. But directly she was hulled down, in he came again as cold as an icicle which completely stultified his bedfellow, and I fell fast asleep again. I roused up at 10.30 with a head on me like a 140 shilling pot, and as heavy as lead just in time to stow myself away in another tank for Aix la Chapelle. It was past 5 bells in the first watch

when we have to off the town & after having stowed away a
lubberly looking landsman or two we made all sail for
Cologne. At this pretty place we landed in perfect safety
and having stowed away my luggage on the top of our
mattresses I soon arrived at the German Hotel directly facing
the old Cathedral. I was ushered into (I quite forget the
name of the place) either French, German, Cockney or Spanish
the saloon that was it & found two or three families seated
at tea. I accordingly came to an anchor in a snug berth
alongside a red hot stove. I presently called for a cup of
coffee and found myself quite at home. I was not long
in finding another companion for no sooner had I
called for 'la Caffe' than I was accosted by a very nice
gentlemanly looking young man sitting at the same table with
the question of was I going up the Rhine to which I assented.
I hope as we seem the only two Englishmen in this Hotel
that we shall have the pleasure of accompanying each
other as far as we went. Nothing I said could give me
more pleasure and from that time we became sworn
friends. I found his name to be Seymour and was going
to join his brother who held some civil appointment
at Vienna. I found him a very agreeable companion
and seemed clever and well informed. He understood

German tolerably well as also French. Having taken a short
walk through the principal streets in the town to see at
least some part of the city we returned again in time
for supper. This walk in the evening was very far from
dismal, as the moon was shining bright we had a
splendid view of the mouldering battlements of the Cath-
edral which stood out in bold relief against the western
sky. I slept very soundly and in the morning rose with
better spirits than I had done for days. After a hearty
breakfast we engaged places in the steamer for Coblenz
and were soon spinning up the Rhine at 8 knots. I
considered the scenery pretty but not very much to
considering the low swampy land we passed through
but the Rhine wants mountains of a decent size
along its banks to give it a majestic appearance.
The ground seemed fertile enough and the vine was
just casting its withering leaves to the ground and
covered the fields with a golden hue. The passage up
was as comfortable as could be expected though exceed-
ingly monotonous & the Germans smoked away and
looked as grave as judges. Seymour was the only one
I could make myself in any degree acquainted with.
No one spoke English excepting an old lady who was

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travelling with her daughter for her health and I found them very entertaining travelling companions. The daughter was travelling to some of the watering places for the benefit of her health having been in a decline for some time. About 5 in the evening arrived at Coblenz the half way town of the Rhine as far as Mayence after having passed through Bonn and some other towns & villages of less note. The country continued to improve in a very visible degree, as there was still light enough to see objects distinctly we took a short walk in the direction of the city walls. Coblenz has been called impregnable and its appearance fully justifies the title. Its walls are of immense thickness and mounted with guns of very heavy caliber. The opposite side of the river whose banks are almost perpendicular is strongly defended both by nature and art & has a strong citadel on its summit, so that both sides the river are quite impassable in case of war. Communication is effected by a bridge of boats which divides at the city side for the passage of steamers up and down the stream. After walking all over the town we returned tired and hungry as lions just in time for the Table de Hôte. A company of gentlemen were sitting round a long narrow table both eating and smoking at the same

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time so disgusting indeed that Seymour and I could not sit at the same table with them but sat our dinner at a table by ourselves. We retired early to bed quite overcome with fatigue and the excitement of the day. The first tinge of daylight was just beginning showing its delicate tints above the Eastern hills when we hurried out only just in time to jump into the steamer before she cast off from the wharf. The scenery as we went further up the river became much improved in appearance and before we had proceeded many miles had become even romantic. On a very sharp bend of the River there is a remarkable echo when a man who is stationed there fires three rounds with a musket & plays an air on his bugle. From this point to Mayence and most probably further up I may call the prospect truly beautiful & if so when I saw it in the beginning of winter what must it be in the depth of summer. What chiefly enhanced its beautiful appearance was the old dilapidated castles which in former days had terrified the proud German Barons in those feudal times and which presented a sad picture of decay when contrasted with the laughing plantations below them. The most considerable building on the River was the

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Castle of Meinspelt. I think the name is a work which some
curious legends are connected. It is of immense size
and to render it more imposing it stands on the very
edge of a high precipice directly overhanging the river.
I am sorry I could not learn more concerning it but as
we did not touch there I could not gain any further
information ~~that~~ ^{but} that it had belonged to an ancient
and powerful German family. Just towards the close
of evening ~~as~~ as the setting sun had begun to bath the
faded trees of autumn in a flood of burnished gold the
Duke of Nassau's Palace here in sight and the sight
of it awakened every joyous feeling which then lay hid
in my bosom. The anticipation of meeting my brother
Parents & sister made me feel as light of heart as a new
born babe & I would not have exchanged worlds for the
 bliss of that one day. I met my Father and Mother on
the bridge anxiously awaiting my arrival for I had
been expected some days. Having landed with my carpet
bag we walked up towards the upper street where our house
was situated and conversing upon different subjects
which had transpired since I left home. After a 10 minute
walk we reached our house & in a short time was within
by my dear Mother & little Anglo-German brother Harry.
My sister was then absent on a visit to Mrs Cartwright

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a friend of my Father's at Frankfurt on the Main. I had
arrived just in time to get a little dinner & we regaled
the time with talking over the various events of the
four years I had been absent. I found every one much
improved and as happy as could be. It was agreed that
I should next day go up to Frankfurt and surprise my
sister which I accordingly did for next day I started
and accompanied my Brothers to Mrs C's house which
we soon reached by the railroad. The land we passed
over was very level with nothing particular to attract
the eye, except here and there the luxuriant fields of
vine which bordered the Rhine. The inhabitants here
never make use of fences; which not only shows their
good sense but their confidence in each other's honesty.
The only town of any importance was named Castle
which is surrounded by very strong fortifications & moats.
Having dismounted at the Frankfurt station I walked
to Mrs Cartwright's without giving them any notice what
ever of my approach. I was met on the stairs by my
dear sister and great was our mutual surprise on see-
ing each other, so much had we changed. Well having here
to for a short time to exchange colours I again made
sail for the drawing room, where I was immediately taken
aback by about half a dozen girls light aboard of me
I got stern way of course but was soon boxed off.

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again and in less than a minute found myself at anchor. After my first scupper was over I was introduced to Mr. Cadwight's amiable daughters Peggy Ann, Isabella & Eliza and the two daughters of a Mr. Standa a merchant then residing in South America their names were Elizabeth & Marigeta the latter poor girl was when I took my departure in a rapid decline but since that I have had favourable accounts of her health. I must now give some account of Mr. Cadwight my Father's old & intimate friend. He was well acquainted with Mr. C. & her husband in South America when he was residing there as a merchant. My Father was then a midshipman in the La Bogue Mr. Captain now Admiral Sir Thomas Bladen Capel. Since that time 30 years ago they have been constant friends and since from Mr. Cadwight's death which happened some months previous to my arrival that friendship has been more strongly cemented. The meeting was totally unexpected on both sides for as I mentioned before they had not seen each other for 30 years. I must say I never fell in with a person I so much liked and advised not forgetting her amiable sister Miss Kettlethwaite and while they live they shall share my affections as they have done my worthy Father's & Mother's. I was soon dis-

(1811)

coiled in their house and in a few minutes was as one of the family & was much pressed to stay the night with them but dearest ties at home prevented my doing so. How could I deny my fond parents the first two days of my arrival. However they would not let me buy my anchor without promising to visit them soon. I must abbreviate the period I remained at home in a small degree as I have partly forgotten the various events which happened. My time was principally spent in visits to the beautiful walks of the Duke's Palace Gardens & in roaming over the country. At home the conversation was indeed delightfully interesting in relating the events which had occurred during our absence. Our dear little Joe I missed sadly and that was my sweet little pet Henry Blotter. The first intelligence that I received of his death is mentioned in a former part of this journal when we were in Malta Harbour. Time and absence had in part obliterated his remembrance but when I returned and did not meet his smiling little face I bitterly remembered my former days. I paid a visit to his tomb in the cemetery at Frankfurt. It was beautifully situated under the shade of a weeping willow & covered with pretty wild flowers and roses. I cannot omit mentioning a curious circumstance which my Mother related to me when

they were at Deal during my sojourn there. The whole of the family had been ill with the scarlet fever some time previous & little Henry was the first one who recovered. On being removed to an adjoining room it is supposed the cold air of the apartment shattered his delicate frame (it was then in the depth of winter) for the next day he was taken seriously ill of the croup that disease so fatal to children & from which so few are spared. From this he never recovered for 7 days after his little soul has returned to the God who gave it. Just before his death he was sitting on his nurses knee. Whilst his bed was getting made up when he exclaimed: "Nurse when I am better the first walk we will take shall be to the cemetery" a walk he was remarkably fond of; and poor little fellow it was his first & last visit. "he was buried there". God rest his soul. The expression which he made use of shows in what an intricate manner such an awful warning may be given to us poor mortals. I found great pleasure in walking over the Dukes grounds which are most beautifully laid out in the English style with a splendid avenue of chestnut & beech trees directly through the park. and in the centre of the lawn opposite a little Gothic castle is a small sheet of water containing innumerable quantities of fish of every description and generally the resort of wild-fowl during the winter. The little castle I before

mentioned is a fancy place built by the Duke for a summer residence but instead of the iron covered battlements that evergreen is supplanted by the vine which twines in fantastic wreaths round the battlements. Round the porch and gateways are placed figures representing the knights of old & the interior of the building is tastefully adorned with various curiosities and antiquities. partly armour & partly weapons. Adjoining the Palace Gardens are the kitchen Gardens all laid out in the English style & in which the currant and raspberry chiefly predominate. Two or three days before I went to Frankfurt. I took a walk to Wiesbaden with my brother. It is a neat and beautiful country town situated about 3 1/2 miles from Biebrich. The road there is very pleasant being over a gently undulating ground with a considerable rise towards the centre but not steep. It is shaded by an imperfect avenue of trees and in summer must be a delightful walk. The town itself is about as clean and neat a one as I could wish to see, and being the seat of many wealthy persons on account of the mineral springs in its vicinity it generally wears a gay and pleasant aspect. Having started early after breakfast we were enabled to extend our walk to the Duke's often frequented hunting house as he calls it. for here he spends most of his time in the midst of

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his woods and plantations. It is situated on the slope
of a steep hill side buried in the woods & commands an
extensive view of the surrounding country. We found
it a tremendous tug being all up hill but very pleasant
nothing but thick woods were to be traversed & they afford
ed us a cool retreat when fatigued. I cannot give a
very concise account of Wiesbaden and its environs as
the day was beginning to decline when we retraced our
steps towards the palace, we passed rapidly through
the town but have to for one moment to see the
famous hot springs which were boiling with great fury
They are directly in the centre of the town & sometimes
afford the poor people an opportunity of cooking their
meat there. They have been recently walled in on account
of a little child being boiled to death some time back.
A few days after my visit to Wiesbaden I accompanied
my sister to Frankfurt to spend two or three days with
Mrs Cartwright. The relation of every thing which occurred
would be rather tedious if recounted at length so I must
content myself with describing the principal places which
I visited in or about the town, when the weather permitted
I generally accompanied the ladies on their shopping
excursions or visiting. But if met our leisure hours were
generally employed in reading, writing or chattering about

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the house. During the period I remained there I took the op-
portunity of visiting that beautiful piece of sculpture the
Ariadne which I must say is the most beautiful piece I
ever saw. I forget the sculptors name for which I am
sorry as it is one of some consequence on the continent
from what I have heard concerning him. The museum &
gallery of paintings are well worth seeing and contain
some excellent specimens both of nature & art. In the
museum there are some inimitable pieces of sculpture
from the very best masters. Among the persons I was in-
troduced to in Frankfurt were Mr. Pinkerton's family &
a young man of the name of Wilson whose family are
well known to my Father in Lancashire. In fact I must say
I never spent a more pleasant time than I did on the
continent perhaps it was enhanced by the short period
I had to remain there. Our evenings were generally passed
very pleasantly enough in dancing, singing and other innocent
amusements which made the time fly swiftly away. Mrs
Cartwright, Miss Postlethwaite & I used to have very inter-
esting discussions on mesmerism & other curious subjects
after the girls had gone to bed and we have often
sat for hours involved in all sorts of scepticism Mrs
C. & Miss P. were also well versed in South American
myths & numerous were the stories she used to

(cont'd.)
tell us of the incidents which kept her in her peregrinations on that continent. Before taking a final adieu of Frankfurt I must not omit mentioning the Minister. Dr. Puckerton the head of the family was a curate at least he appears to me to be so and a man impressed with strict religious principles & a very virtuous character a more venerable looking old man I have seldom seen. He was slightly bent with age but stood about the common height of men & his head was covered with long white hair as bright as silver. Every word spoken by him spoke charity and benevolence. I went to hear a sermon (extempore) which he always was in the habit of giving at his house every Sabbath evening to members of his own family & his words uttered with fervour & piety strongly impressed themselves on his hearers. His daughter Miss Puckerton I became well acquainted with and a more amusing personage I have seldom met with. But time flew swiftly by and the day soon arrived when I had to take my departure I went with great reluctance. When I arrived at home I found a letter waiting from Sir Henry Blackwood informing me he had commissioned the Fox and requesting me to join her on or about the 10th of November. It was now the first so I had only 5 days to spare allowing the requisite time for my

(cont'd.)
journey back again to Portsmouth. These five days I spent with much regret for the idea of leaving home for another four years ^{or} about a week at home was rather disagreeable. But of course the public service must be attended to before private feeling. On the fifth having packed up my traps I started in the steam boat at 7 AM. after an affectionate adieu from my dear Parents, Brothers & Sisters. The passage down to Colague to me was exceedingly welcome. I could find pleasure in no ones society although there were several English people on board. But this did not continue long for at 8 AM we arrived at Colague with nothing particular having occurred worth mentioning since our departure from Bribnick. As the train did not proceed until 7 next morning & I had no feeling of fatigue I gladly seized the opportunity of taking a second short view of the town before dark. but was not ^{so} much pleased as I thought I should have been. I came to an anchor at the German Hotel the same one I had stopped at on my passage up. A good nights rest did me a great deal of good & on the morrow I awoke much refreshed. & having swallowed a hasty breakfast I made the best of my way to the station I reached the place at 20 minutes before the time but through the ungainly stupidity of the baggage keeper

Not only myself, but three or four other persons before me, were detained by their lubberly conduct. This consequently threw us back on the week-day train which only went as far as Aix la Chapelle. At Lohain I found a person named Mr. C. Burke, who had been detained with three or four ladies. We made ourselves very cozy and took a walk to view the interior of the Cathedral which I had not seen before, and have some idea of its massive columns by the light of day. The greater part of the building is in a state of repair, but they seem to be making but slow progress towards its completion, for want of sufficient funds for its continuance. At 11 we started in the train for Aix la Chapelle and after a very tedious passage on account of the frequent stoppages arrived at the above mentioned place at 4 P.M. No train going further we were obliged to hire our residence for the night and amused ourselves as we best could and in walking about the town and viewing the various public structures which struck the eye at every turn of the street. Coming back again a heavy shower of rain overtook us and obliged us to retreat into the Cathedral porch until it was over. We were tempted by curiosity to enter the body of the Cathedral just as the service was commencing & a beautifully toned organ was

pealing its rich notes along the fretted aisles. I stood for some time charmed to the spot; the scene was so much more than I ever expected to see. When we made our exit it was still raining heavily and we made the best of our way to the Hotel when we found our dinner waiting for us. The evening still continued but we were comfortable & we found nothing better than to go to bed. Next morning at early dawn we started for Malines the Grand Junction of this Railway. At this station I had to remain three hours until the arrival of the up train from Ostende & Antwerp. Burke left me at Malines for Brussels, but I was not long in finding another companion. For while in the carriage I was accosted by a military gentleman who I afterwards found to be a Mr Fitzgerald belonging to the Austrian Service and then on a journey to visit his friends in England. Our passage to Ostende was rather delayed on the road by the frequent stoppages at the towns & villages we passed through. At 11.30 we came to an anchor in Ostende at the Ship Hotel & having had a good supper took our berths on board the steamer which started for London next morning we had very nice berths for our reception and slept on board the vessel.

The noise and confusion made on board the steamer next
morning in tripping her anchors did not in the least
disturb me so that I enjoyed an uninterrupted sleep
for nearly twelve hours for I did not rise until 10 am in
the morning. At that time we were far at sea on our
way to England. The weather was fine, the sea smooth
and we made rapid progress through the water. The
air was very frozen & I found it much better being be-
low than on deck. So I stowed myself away amongst
some great coats on the lockers and passed away
my time easy enough. It was not until 3. 1/2 P.M. that
we arrived in the Thames opposite New London Bridge
and had great difficulty in landing owing to the great
quantity of merchant vessels thronging the side of the
Quay. In due time we were all landed and our baggage
given in charge of the custom house officers at which place
if I stopped 1 minute I stopped two hours. I never was
so much vexed at the delay. I most fortunately hap-
pened to be the first person called & therefore weathered
my less fortunate shipmates by chalks. About 5. 30 I jump-
ed into a cab & made the best of my way to Hobbs Hotel
Piccadilly & went to bed as quickly as possible. Next
morning early I arose and having partaken a hearty

breakfast set out for Mr. Conroy in 65. Old Broad Street.
but found that he was absent on business of importance
But I found in Mr. Barrow and Mr. Edwards two very
entertaining friends and we spent the evening pleasantly
enough. I dined with Barrow in Tottenham Court
in the evening but ^{did} not succeed in seeing Mr. Conroy as he
was going to dine at the Lord Mayors it being the 9th
of November. However wishing to see him before my de-
parture to join my new ship. I rose early next morning &
went to his office where I had the pleasure of seeing one of
my father's best & kindest friends again before my dep-
arture to a foreign station. It was a source of disappoint-
ment that I was not enabled to remain longer with
him but his business was so urgent & I had arrived at
such an unlucky time that I saw it would be a folly
to say good bye to him. I started for Portsmouth that
same afternoon having very little more than seen him
and wished him good bye. About 3 we started. The day
was cold, wet and uncomfortable so much so that
I felt quite unwell with sitting so long in my wet clothes
without stirring and on our arrival. I was glad to
jump into an omnibus and make the most of my
way to Gosport not being in a humour to find out

The nearest Hotel to my ship I picked up my Book at
The Mountain. Having left my traps I immediately hired
a Boat and started for the Victoria Hulk alongside which
the frigate had been lying. Neither the Captain or first
Lieut were on board so I reported myself to Mr. Muddle,
the commanding Officer and obtained permission to go
on shore to make my fit out complete; I found one of my
old shipmates on board Tom Lane who had joined the frigate
a week previous. Nothing occurred for 4 or 5 days following
until I was appointed to the main deck. But prior to
that time I must give a small account of the ship—

As a break into the present monotonous character of my
journal for awhile as well as to afford a variety, I have
added two very simple but expressive pieces of poetry which
I have picked up. One is relative to the Sailors Farewell;
& the other was composed by some humorous messmate of mine
in regard to the frigate and her routine of duty—

Wait, wait; ye winds till I report
The parting signal to the fleet.
Whose station is at home
Then waft the sea boys simple prayer
And let it oft repeated here
While foreign climes I roam.
Farewell to Father, Reverend Hulk
Who spite of Model, spite of Bulk.

This cable state may slip
Then while the parting tear is moist
The flag of gratitude ill hoist.

In duty to the ship

Farewell to Mother, first rate she
Who loaned me on life's stormy sea
And rigged me fore & aft
May Providence her spare
And keep her hull in good repair
To tow the smaller craft

Farewell to sister, lovely Gatch;

But whether she'll be married or not,
I cannot yet foresee.

May some kind ship a tender prove
Well found in store of truth & love
And take her under lee.

Farewell to John theolly boat
And all the other craft afloat

In home's delightful bay
As they arrive at sailing age
May wisdom prove their weather-gage
And guide them on their way.

Farewell to all on life's wide main
For perhaps we never may meet again
Through stress of stormy weather
But summoned to the board aloft
Will anchor in the Bay of Love
And all be married together.

Plymouth Nov. 30th 1844

Lines written on board H. M. S. Fox in Sablet Road. 1844

The frigate fine I must not blame,
Although her berth is a horrid pain
For every time you'd turn in round
You're forced to use Archimedes screw
And when you're in you'll get some pinches
For all you've got are 14 inches
And as for sleeping that's no go,
For in your mouth you'll find a toe
The length of time you can't repose
Although your lights go out at nine
For if at this you'd like to point
You'd hold at four bells to turn out.

And in good living all do clap
When they can get it into the ship
Keb. for you, duff peas & plum pudding
Must do for five & twenty shillings.

In this ship all do wear a shirt
Yet mids are looked upon as dirt
For if on deck they'd air their hide
They must do so on the starboard side.

That you see in this frigate fine
First they douse your lights at nine
In fact they proceed to such extremes
As to make you sleep amongst sick Marines

Oh tawny thought to human pride
The mighty mids sleep side by side
Drop upon Luce's cot the tear.

While drop upon old Stanton's hear

From Pritchard's cot loud snores ascend
So Hodge answers to the sound
From bed to bed they sound their ! d.
From nine till break of day.

Old Russel lies & spins yarns fast
About Jack Samuels & Tom Hart
And tells the number of the Cannon
In the Chesapeake and Shannon.

Old Spater his deck in order keeps
And that at night he soundly sleeps
And does not listen to the noise
That made in letting down the Boop.
But likes a little of the fun
In cutting down old Dickson.

June - Sablet 1844.

Mr Bunde as I was asked before was the first person
I saw on board my new ship - and he very kindly in-
vited me to remain and dine with him that evening
but as I was in a hurry to get my traps completed
before the departure of the ship from Harbour I should
have to go on shore again and see about them
I took up my quarters at the Fontaine Inn until my
bedding was ready and every thing prepared for my
reception. Not knowing any one in Portsmouth it
was rather a dull sort of place to me, but I man-
aged to find much amusement with my messmates
whom I found a very nice set of fellows. On the
following morning I had an interview with the

First Lieutenant who asked me a number of questions concerning my last ship and what time I had remained in the Service at which he seemed satisfied and took up with giving me charge of the main Deck & Barge. Things went on pretty well for some days I found my Officers kind and condescending & I was anxious to please them. I was generally entrusted with responsible duties owing to the absence of nearly all the Lieutenants on leave. Whilst we remained in Port the whole of the day from 6 Am to 6 Pm inclusive was constantly employed in the various duties of the ship cutting & stowing away stores, provisions &c. which kept me very busy until late in the evening. Our place of resort after the fatigues of the day was a neat little inn on the bank called Kippule head and kept by a man of the name of Clarke. Formerly located at the ship & castle a frugal & honest man. There we generally assembled to discuss the various topics of the day - Some time after my arrival the ship made sail out of Harbour and the same evening about dark came to an anchor at Spithead. It was here I had my first charge of a watch at single anchor a station I was highly proud of. The night was dark and stormy & the rain & snow drove in showers over the ship I confess I felt rather giddy in my high capacity for

no one was on deck except myself. However all went on well and soon after my relief made his appearance I stowing away comfortably between the blankets quite done up with the work of the day. Next morning at daylight tripped our anchor and stood out of Spit head with a moderate S.W. wind with lots of rain & sleet. The Tiv in company. On board the ship I saw the old officer of my watch in the last ship Lieut Little then so of the Tiv. We had not been long at sea before we found it tough work to weather the breeze which had now increased to a gale. We had been sent to sea in such a hurry that the main Deck was literally crowded with shot boxes, cables, coils of rope, blocks &c. all tumbling about in the wildest confusion. Towards dark the gale increased in a much greater degree and at midnight we bore up our lower rigging hauling in light to leeward the ship straining herself so much. In fact the night was such as I have seldom seen. After I had seen every thing put to rights & the guns secured I went on deck a little after we bore up. The rain was pouring in torrents and the night black as pitch. The Fox was flying through it under a triple reefed main Topsail & Fore-sail. Nothing could be discerned excepting the foaming surges which cleared their crested heads

on all sides of us as if threatening every moment to over-
whelm us. The line of English coast might be discerned
far in the distance by a bright luminous belt which
distinctly told the appalled mariner of his proximity to
that Iron bound coast. About daylight the weather had
cleared a little and we found ourselves a short distance
from Dungannon. Came to an anchor off the light house
In bearing up a sea struck the weather quarter gallery
staving it in and filling the chart box with water.
Lady Blackwood and her daughter were washed out
of bed. We remained under the lee of Dungannon until
the following morning when we again anchored at Fethard.
But here the restless spirit of old Hyde Park could not
long let us remain for the same evening we put to sea
again. This time we were more successful for the wind
favored us a little and enabled us to make a wide
beach down channel. Having been guilty of procrastination
in this part of my journal. I cannot remember the exact
dates with any degree of certainty but unless in cases of
importance they can be of little consequence. The second
day on our departure from Duncannon anchored in Ply-
mouth Sound and completed the remainder of our stores
and also received our dispatches. Our destination
hitherto unknown we here learnt was to be Senior
Officer in the Shannon. Sir H. Blackwood was to

take the command of both ships and vessels on the coast
of Ireland. The passage over did not occupy us long for
the afternoon of the 13th December saw us at anchor in
Garret Race off the light house. Our anchorage was by
no means a pleasant one being in the midst of the river
and much exposed to the current which runs with
great velocity during the freshes. The land being low
the few easterly winds were often felt with more or less
severity when it blew strong from that quarter. The
amusements of the day were various when duty & the
weather permitted. We always went on shore to the
island Fort a nearly isolated patch of land on which
was built a Fort commanding the river in the head.
There we generally amused ourselves with a game
at Foot Ball and chases on Foot over the Sphers &
Marshes. Leave was always given to go on shore to
I had frequently an opportunity of seeing some of the
places at a short distance from the anchorage. Bally-
Longford one of which I visited is a small but very
cleanly village at the distance of about five English
miles from the river, and adjoining which is a small
abbey or Monastery now completely in ruins. Nothing to be
seen but mouldering walls & dilapidated vaults in
many places exposing to view the remains of their towers.

long since numbered with the dead. A lofty tower
about 50 feet high is the only object which makes this
edifice conspicuous in the smallest degree. Some of the
arches and window ornaments are in a tolerable state
of preservation, but the remainder is one shuddering
mass of ruins. What was the exact date I never
could find out, nor have I heard of it in any work
which I have perused. But I understand the 18th
century cannot be far from the mark. Glynn is an
other village about 3 miles from Tarbert and com-
mands from its wood topped eminence a noble
view of the broad bosom of the Shannon, and part
of the Counties Clare and Kerry with their green fields
and luxuriant pastures. Nothing of any note worth
mentioning is to be seen here, except an old modernized
castle, belonging to the Governor of the District or the
Knight of Glynn as he is termed. The ride out is very
pleasant when the weather is fine, a pleasing view
of the River Banks & the Shannon stretching out in the
Distance like a small inland lake. In this part
of Ireland Society is not much to be counted. I do not
know any one living here who ever paid us a visit
except the knight of Glynn and the clergyman of
Tarbert Mr. Fitzgerald. During the time we remained
here we had some very heavy gales from SW ac-

companied by tremendous squalls with snow, rain & hail
in storms. In fact I never saw such weather. One melan-
choly accident happened, on the River on the afternoon
of March the 11th Lieut Nicholls of the Swoy steamer put
off from that vessel in his gun aired gig to render assis-
tance to a smaller sloop which had blown away from
her anchors with only one boy in her, and he was in dan-
ger of driving up the River to the Mud Banks where he
might perhaps have perished through a dreadful night.
It was blowing a heavy gale from SW with tremendous
squalls; the sloop had lost her mast. By some
inadvertency the long sail which the boat had set sud-
denly fished and in an instant the gig was capized
we were airing bedding on board the sloop at the
time the accident occurred, and our boats were literally
away in half a minute. At the time the boat was away
from the ship to their assistance occupied little more
than 30 seconds. I never saw boats so quickly stranded.
Every eye had been on the gig and many opinions
given out that she would be capized so that we were
in a measure prepared for the fatal occurrence. The
boat capized bottom up and the strong ebb tide was
beaten by the gale kept up a chopping cross sea. The
men all regained the gig with the exception of Lieut Nic-
holls & a young lad. Lieut It was an excellent swimmer

but his exertions to keep his men together, combined to the
intense cold of the air and water ^{brought on camp} ~~July~~ just before the
boats arrived he sank for the last time. Before he went
down he waved his hand and sung out God Bless you
my Lads. I am going. Keep together and disappared. to
see no more. The remaining three men were picked up ^{in a} ~~in~~ ^{very}
unconscious state but were quickly brought round again.
It was rather a curious circumstance that the ~~captain~~
had been capsized frequently in boats and each time
had a narrow escape. The body of the unfortunate lieutenant
was never discovered. and his unhappy wife was left a
prey to the most heartrending grief. Day after day, night
after night was she to be seen in an open boat accom-
panied by one servant, only pulling about the river
in search of her deceased husband. Sometimes she
was absent 3 or 4 days at a time and during that
period taking barely sufficient food to keep body &
soul together. Often have I seen her coming toward the
light house point hanging over the side of the boat &
gazing with the most intense earnestness into the dark
gulf of waters. It was indeed pitiable to see her and
my heart bled for her. For weeks she was inconsolable
and in a state bordering on insanity until I heard
some time afterwards that some of her relations had
prevailed on her to go home. But if it be true

that this young couple married ^{without} ~~against~~ their parents con-
sent, is fact totally against it as I heard from good au-
thority what an awful example for children not to disobey
their parents. The body was never picked up whilst we
were there. The time wore rapidly away. I being success-
fully landed and still we heard no news concerning our
departure to a foreign station. Various reports sometimes
reached us that we were ordered to China; then to the
Channel station but nothing decisive turned up until
the 12th of June. It was then we received our final or-
ders to proceed to Plymouth to undergo a rest and pre-
pare for a foreign station. On the 15th early in the fore-
noon having paid all our friends on shore a final visit
we made sail down the river, leaving the station in
charge of Captain Lapidge of the Cyclops. he was furnished
with a fine northly breeze but owing to the flood tide
making and night coming on the captain found it
advisable to come to an anchor under Carrigaholt a
small town at some distance from Long Head and
totally well sheltered from the prevailing winds. The
heavy seas sometimes prove a great inconvenience
to vessels which shelter there but in case they break
adrift they are able to find a safe berth further
up the river. It was my intention to have visited

some account of the anchorage and soundings in the river
where we anchored. but I find it rather difficult to
do so being totally unacquainted with them. The bottom
we had was in $\frac{1}{2}$ fms thick lying mud. The bed of
the river slopes down suddenly to a great depth to
wards the middle which shows the force with which the
stream runs down. During the fresh the tide usually
runs from 5 $\frac{1}{2}$ to 6 knots but I have seen it run between
7 and 8. when the wind and current was strong from
the Southward and after heavy rains. I did not take
the opportunity of going to Leiswick because I had better
preparation for time to spare. But I found double
pleasure in the nice walks about the river and hills.
The following morning we proceeded down the river
with a light NW wind and soon cleared the shoals at
the mouth. The winds being in general light & variable
prevented our making the English coast before the
18th. At daylight anchored in the Sound. The Caledonia
120 and Cygnet 10. brig were laying at anchor. Having
several repairs of a material nature to make good,
the brig vessel took us to our moorings in Harb. Port.
the same afternoon. Completing stow and repairs in
the hull and rigging - which were found defective.
During our stay here my Father and Family came

over from the Continent and I soon had the pleasure
of receiving a letter from them announcing their safe
arrival in England. I should gladly have seized the
opportunity of paying them a visit before my final
departure. but owing to so many midshipmen being
on leave I was not able to obtain permission. I found
Mr. Ingle very kind and attentive and therefore I did
not want much for amusement. I here met with an
old shipmate Tom Hitchens and we generally spent
our evenings together spinning yarns and talking over
old times. Every thing being completed, stow on board
and the superannuated embarked. The frigate put to
sea on the afternoon of the 8th of July and stood down
Channel with a fine NW wind. As we receded from
the iron bound coast of Britain the wind proportionally
freshened and before dark the distant hills had
melted in the deepening gloom of the Horizon. We were
highly favoured with fair winds and the swift footed
Fox flew through the waters. On the 11th at 10 am ex-
changed Nos. with the Caledonia. & Albion Ships of the
line making the best of their way down to Tangier.
Off Cape Finisterre as usual we buffeted with foul
winds for three days but on the 13th a westerly breeze

Sprang up which pushed us merrily through the water at the rate of 10 knots. In the evening made the show near Cape Spartel. July 15th. About 8 Am. anchored in Situan Roads found no English vessels laying there. No other French Brigs and a Dutch steamer were at anchor. Situan appeared to be much improved. Since I last saw it, as far as I can have any recollection of the place. It certainly seemed to have a better outward appearance. In the afternoon the Caledonia and Albion anchored near us. We did not remain at anchor longer than to ascertain if there was any occasion for our presence there. But as nothing was likely to turn up. We sailed again on the morning of the 16th with a fresh Easterly wind. Nothing particular occurred worth mentioning except the usual monotonous joy trot on board ship. My amusement generally consisted in the old thing leading which always interested me most. Muscular exercises do not agree very well with the system in hot weather therefore they did not form any part of my attention. As we neared the tropics the weather grew sensibly warmer. The chief things which make me disgusted with a tropical life (and I am sure those who have visited those climes will agree with me) is that the perspiration is so great in proportion to the animal strength of the body that it sometimes seems to penetrate every

exertion you endeavour to make. Try to read. You get so sleepy and exhausted that you gradually fall into slumber and awake only to find yourself as thoroughly drenched with perspiration as if you had been dunked in a horse pond. Every thing is moist which you touch; at least feels so and - but in fact. I may put a stop to all this grumbling by saying that every thing you come in contact with is disagreeable. On the 20th July. anchored at Madria. This beautiful island I did not see to much advantage as the period we stopped there was not long enough to allow me time to visit the country. I was altogether pleased with the general appearance of the island. Some hills at the bottom of a towering hill which at a little distance seems to overhang the place. but which on a nearer approach greatly heightens the natural beauty of the scenery. The hill side is richly vegetated the whole way to the summit and interspersed in various directions with convents and gentlemen's seats. which present a pretty contrast compared with the green foliage of the trees. The town in general appears neat and there seem to be many buildings of importance so far as I could judge. I did not penetrate far enough to see. The following afternoon we sailed again having taken in a supply of fresh water & grub. The wind from our sitting out favoured us so much that we never had any thing approaching to a foul wind excepting off Cape Finisterre for three days - I was passed

quickly away. August 27th saw us anchored in the ma-
jestic harbours of Rio. Two frigates the America and Alfred
were at anchor and two Yankee ships the Congress and
stetson and some Dutch vessels of war. The harbour of
Rio may justly claim superiority over most in the world.
But of the splendid harbours I have had the pleasure
of seeing. Harmonie must take the lead for it is certainly
without a rival. Rio enclosed on all sides by lofty hills
is much sheltered from the principal winds. One great
advantage is that if it blows hard from the Eastward
vessels may slip and run under the lee of the town
when there is plenty of water or if driven from their an-
chors by westerly gales may put to sea with the greatest
safety. Two or three days subsequent to our arrival I
found an opportunity of going on shore and was much
pleased with what there was to be seen. The town ap-
pears to be spacious & the houses well built. There were
no places of note which I could see. In fact taking a
birds eye view of Rio I should certainly set it down
"neck and crop" as a commercial city in every respect -
we remained here until the morning of the 31st when hav-
ing completed water and stores we set sail again with
a fresh north wind on the port quarter. Nothing occurred
in the interval between our departure from Rio and
arrival at the Cape 26 days. We had a fair wind the
whole way. My daily routine of public and private
duties may ^{be} told in a few words. First and foremost

we were in four watches. I rose at 5th in the morning saw
my hammocks stowed, washed and mustered myself by Salob.
Breakfasted, superintended the cleanup out of my boat
and top and at 3 bells mustered at quarters for inspec-
tion from which time until 11.30 was exclusively employ-
ed at school. 11.30 went on deck to take the sun. 12.
dinner 1 P.M. school again until 3.30. from that time
until 4.30 which was either employed in learning
seaman ship or amusing ourselves when that was not
practicable. At 4.30 tea; 5. Quarters after which was
reefing topsails, shortening sail shifting down the cod
stations aloft and the rest of the evening was generally
our own except when called upon by watch or being our
hammocks down at 8.30. And this is a brief outline
of my every day routine on board ship at sea. Very few
variations beside what I have mentioned. At school my
studies consisted in Algebra, Trigonometry, Mathematics
and Navigation and my leisure hours in reading works
on Natural and Experimental Philosophy, Chemistry & Geo-
logy. On the 25th September came to anchor in Simon's Bay
at 3 P.M. found lying there the Manchester 80 with the
Flag of Rear Admiral. Honble. Sir Percy; Leopatra 26 Bittern 16
and Thunderbolt Steamers. On board the different vessels
I saw several of my old shipmates in the Thunder. One
of them joined us. In the by name. I only went on shore
once & then I took it into my head to climb up to the

Top of a high hill immediately overlooking the anchorage. I was not much repaid for my trouble. The mist came on so thick that I had some little difficulty in finding my way down again. Cape Town. I did not visit because I had neither inclination nor money to go there with. Sailed from Simon's Town on October 4th at 4.30 P.M. with a spanking New Beagle. The Cleopatra accompanied us being bound for the Mozambique to cruise for slaves. We had a small trial of sailing going out before the wind with star stunsails set. We left Mr. Pearson second mate on shore at the Cape. He had gone on leave the evening previous and had not intended to come on board until the following morning. The breeze favoured us all the way to Simonsville, as far as the 26th of October having done 4764 miles in 20 days making an average of 238 miles a day. Unparalleled in a voyage from the Cape to Ceylon. The Captain was heard to say the Landers in which ship he served as a mate was 35 days going to the place we accomplished in 15. Where the Beagle left us. In reefing topsails one evening a man named Daniel fell from the main cathead on deck and broke his leg. He was taken below insensible but soon showed signs of recovery. On the 31st October a small shark was caught but nothing was found in his jaws besides a hakefish's spine. ~~A~~ ^{few} ^{days} subsequent we saw several of these tyrants of the ocean. One was about 12 feet in length.

Another one was caught two days afterwards. I saw a most enormous beast come under the stern one day in a dead calm and as he made a snap at a bunch of shavings which floated by we were enabled to take a complete view of his immense bulk. Two or three hawks were caught in the rigging most probably driven off the land by some storm. November 3rd Fresh anniversary of St. Leon D. Cal. We were still buffeting along with a mixture of fair winds & calms and about 100 miles from Ceylon. On the fifth the wind chopped round to the southward and we made sail again with all possible sail set. On Sunday evening Nov. 10th made the island right ahead but anchored on the North side the island until next morning being unacquainted with the anchorage. However next morning the Harbour Master came on board and after a dead beat in came to an anchor off the Dockyard. No ships of war there.

Miscellaneous Articles to be remembered - Aug 11th 1845

The velocity of light is computed by the most accurate accounts to be at least 195,000 miles in a second of time. It was first discovered by Roemer a Danish astronomer in observing the eclipses of Jupiter's satellites. Astronomers are much divided as to their opinions on the subject, as to what is the composition of light. Some suppose it to be fire diluted with air; in the same manner that radiant spirits are diluted with water; but others with more probability suppose it to be fire rarefied &

(156.)
of birds. their habits and peculiarities.

Astronomy is that science which explains the phenomena of the heavenly bodies their motions & uses. Optics is that branch of science which explains the nature & properties of light and the adaptation of light to the eye.

Pneumatics treats on the properties and changes of the air & sound with their branches.

Geography treats on the various divisions of the Earth into land and water & the position of different places on the surface of the Earth.

Mineralogy treats on the separation and combinations of Minerals.

Dioptrics is that branch of optics which treats on the refrangibility of light. See Dioptrics to see through.

Catoptrics treats on the reflectivity of light.

Hydrostatics the science which treats of the mechanical properties & weight of water.

Hydrodynamics & Hydraulics. Those branches which relate to the motion & construction of water.

The interior of the earth is supposed to be in a state of intense heat from the fact that the depth of mines give an increase in many respects of 1° of Fahr for every 46. feet. So that taking the circumference of the Earth at 4000 miles the heat there is probably about 450,000 Fahr. probably more as pressure aids heat.

The first crusade was fought in 1096
The last 1291.

(157.)
Magna Charta signed by King John in 1215
Linen first made in England 1253
Gunpowder invented & used in Europe about 1330
Printing invented 1440
America discovered by Columbus 1493
Spain's Armada destroyed by Drake 1588
Telescopes invented 1590
East India Company established 1600
Thermometer invented }
Satellites of Jupiter discovered } 1610
Circulation of the blood discovered by Harvey 1619
Barometer invented 1663
Air Pump do 1654
Georgium sideris discovered by Herschel 1781
Union of Great Britain & Ireland 1801
Battle of Trafalgar Oct. 21st 1805
Waterloo June 18th 1815

Arrivals and Sailings of Her Majesty's Ships. Manned etc.			
Arrivals	At	Date	Subjects from - Date
Lisbon		June 2 nd 1840	England May 23 1840
Malta		19	Lisbon June 6
Bonata		July 13	Malta July 2
Cavala		25	Bonata " 20
Maos		28	Cavala " 25
Legri Hytelum		August 3	Maos " 31
Hytelum		7	Legri Hytelum Aug. 6
Barout		13	Hytelum " 8
Barout		Sept 9	Barout Sept 8
Sidon		26	Barout " 24
Barout		Oct 28	Sidon Oct 24
Acre		Nov 3	Barout " 31
Barout		8	Acre Nov 5
Marmouin		27	Barout " 24
Malta		July 9 1841	Marmouin Jan 27 1841

continued over.

Syracuse	April 2 nd 1841.	Syracuse	April 8 th 1841
Catania	" 8 "	Catania	" 9 "
Malta	" 9 "	Malta	May 5 "
Gibraltar	May 14 "	Gibraltar	June 9 "
Tellico	June 9 "	Tellico	" 12 "
Gibraltar	" 12 "	Gibraltar	" 14 "
Malaga	" 18 "	Malaga	" 19 "
Genoa	" 21 "	Gibraltar	July 30 "
Malta	Aug ^t 11 "	Malta	Aug ^t 31 "
Syracuse	Sept 1 st "	Syracuse	Sept. 4 "
Beroot	" 14 th "	Beroot	Oct 2 "
Naiffa	Oct. 7 th "	Naiffa	" 16 "
Malta	Dec. 23 "	Beroot.	Dec. 4 th "
Malta	May 19. 1843	Malta	May 12. 1842.
Malta	June 2 "	Malta	" 20 "
Gibraltar	" 28 "	Malta	June 9 "
Lady	July 15 "	Gibraltar	July 15 "
Gibraltar	" 26 "	Lady	" 26 "
Malaga	Sept. 1 st "	Gibraltar	Aug ^t 30 "
Malaga	" 4 "	Malaga	Sept. 2 "
Gibraltar	" 14 "	Gibraltar	" 13 "
Plymouth	Oct. 19 th "	Malaga	Oct 1 "
Down.	Nov. 9 "	Plymouth	Nov. 8 "
Plymouth	Dec. 11 "	Down.	Dec. 9 "
Loch.	Feb. 23. 1843.	Plymouth	Feb. 20. 1843.
Porto Maya	March 20. "	Loch.	" 20 "
Cape	April 30. "	Porto Maya	March 22 "
Mauritius	June 10. "	Cape	May 20. "
St Helena	July 27. "	Mauritius	June 20 "
Ascension	Aug. 6. "	St Helena	July 31 "
St Michael Agon.	Sept. 3 "	Ascension	Aug ^t 4 "
Plymouth	" 25 "	St Michael Agon.	

The distance run over by Her Majesty's Ship. *Thunder*. 4.
 During our second Commission was. 40,100 miles. *S.S.*
 Commissioned on the 6th Feb. 1840. Paid off on. October 10th 1843.

Sit on the lone sea shore
 A prey to bitterest griefs
 And hear the ocean's sullen tone
 Break heavy on the cliffs

Sit on the lone sea shore
 A prey to bitterest griefs.
 And hear the ocean's sullen tone.
 Break heavy on the cliffs.

at eve. I watch the setting sun.
 Sink slowly in the west.
 He speaks yet, ere his sun be low.
 Go. Nostral seek thy rest.

Bright dreams rise in her array.
 Too bright alas to last.
 Ah! morning breaks the sweet display.
 And makes me view the past.

and how once known by hater laid
 Breaks dimly on the view.
 Thine happy shores dear England,
 Ah never more leave you.

In the spring of 18— a brig called the *Caroline* of Liverpool was totally lost in a gale of winds on one of the remote islands in the Southern ocean; and out of her crew and passengers of 15. only 1. young man was saved a misswary and after lingering several months there he was subsequently conveyed to England in the *Gadian* Knut commanded by Capt. R. Lisle which only by some chance touched at the island. Having sprung her foremast & mainmast in a squall and thrown her water keel and

I must candidly say certainly I never saw a more beautiful harbor than that of *Simcomater*. It is completely landlocked and covered all round with the brightest green foliage. There is a neat and commodious Dock-

(100.)
Yard. from which ships are supplied with all necessaries
at some distance from the anchorage at the head of the
harbour, is a neat little residence built expressly for the
Commander or Senior Officer of the Station, commanding an
extensive view of the harbour and Bay adjoining. On the
SE side of the Bay is a large island called Sobee Island
the general resort of the officers in their leisure hours. On
the South side of the hill which rises from the centre
is the Bungalow, and adjoining it the cook house. It
is kept by an honest steady fellow named Andrew a
native who has embraced the Catholic religion together
with his brothers. They are natives of the island. Every day
I could find time to go I visited the island in which we
all generally found amusement. During the heat of the
day, reading was our chief occupation, a plentiful lib-
rary of books, being kept there, raised by voluntary contribu-
tions of the officers who use the Bungalow. The chief
works I noticed were, The Rise & Fall of Roman Empire -
History of Palestine; guide to the Lakes, with a whole host
of novels and romances. In the evening when the heat was
much abated, bathing was the thing. On the Western
side of the hill a thick Cocoa nut Grove waves its heavy
branches to the breeze, a short walk leads us to the
beach, in the sight of a small creek thickly shaded
with oriental trees of every description. The most advan-
talous place was to be found, because the bottom was
soft and sandy, which other parts were covered with

(101.)
sharp rocks and shells. I cannot imagine a more beautiful
scene than one of these evenings, about the time we
go to bath the sun is just sinking over the tropics on
the other side the Bay and shedding a flood of gold &
purple light upon the rich foliage surrounding. In fact
I can only liken it to that beautiful engraving I saw some
years ago called the golden age or a scene in the Garden
of Eden and if the parcel of vapours, Muddies could be trans-
muted into a set of nymphs the picture would be com-
plete. Our only fear was on account of the small sharks
which swarm here. Every morning the young gents were
sent over to the island at 9.30 under the orders of the
Chaplain to attend school, where we remained until 3^{1/2} p.m.
and then returned to dinner. Insects abound in this
beautiful place and those of the most venomous nature
The Cobra de Capelle, Whip Snake, and others equally dan-
gerous. The reason they are so numerous appears to be
on account of their being so void of beasts, mineral
to them. Scorpions and centipedes grow to a large
size. Several Cobras were killed in or about the cook
house, attracted there by the heat of the fire. kept there
during the night. The whip snake is the most feared on
account of its leaping qualities from trees upon the un-
lucky passers by. A very large one has been seen called
by the natives Phumbra or Polonga, which attains the
length of 25 or thirty feet, and is very hostile towards

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man kind frequently pursuing them on very slight pretences
but this seldom happens, as they are rarely seen here.
Fishing and shooting are our favourite amusements & game
being plentiful. Sharks are also numerous but instances
are very rare I understand, in which they touch any one.
An accident happened a few years ago to a soldier in
one of His Majesty's Regiments stationed at Ceylon. A detachment
on Coker Island island was then only under command of
a sergeant the officer being absent. One of the soldiers being
an excellent swimmer, made a bet that he would swim
over to the opposite side and back bringing with him
4 bottles of arrack. This he accomplished with ease the
distance being little short of 2 miles. But before he had
got more than half way across he was attacked by the
young sharks before mentioned with such vigour that in
spite of his exertions. The flesh was torn in large pieces
from his thigh to the heel, and he died two days after
wards in great agony. (a victim to love of liquor) -
Rambles into the jungle and other inaccessible places
were our chief delight to trace the mouse deer & elk into
their retreats. Their footsteps being plainly seen in the soil
after heavy rains. The nights in this climate are truly
beautiful. During the time the ship was painting we
are slept in the bungalows. At 10. the glims were doused
the same as on board the ship, and then all adjourned
to a brick wood fire in the porch to sing songs and
drink arrack punch until about 11 or 12. and then turned
in. At night long the incessant chirping of crickets, and

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other nocturnal insects. Keep the new course away but
we soon became used to it and slept sound as ever we
did. Fireflies are abundant, and with their brilliant
evanescent flashes add considerably to the beauty of the
scene. A moonlight ramble through the dark thick foliage
of the jungle is about one of the most beautiful & ro-
mantic pictures I ever saw, or heard described. There are
no walks or large roads hereabouts the country in most
places being either bare marshes or jungle, where the tiger
and elephant roam unmolested. On the NE side of the
island near Black Town, on a high bluff getting some
distance into the sea, the signal station is erected and
commands an extensive view of the interior and the sea
for a vast distance. From the Dockyard to the Staff
is a pleasant walk of about 3 miles, over very level ground.
The chief garrison is Fort Fredrick situated on the bluff
before mentioned at the entrance to the Bay. That at the
mouth of the harbour is Beaufort. I took a walk to
the Staff and having reached the summit a pleasing &
wide spread view burst upon our eyes. The surrounding land
could be seen for many a mile; Chain upon chain of hills
until lost in the distance. To the North, East and South
rolled the boundless ocean. While standing on the edge
of the precipice facing the sea to the East. I could not
help admiring the sublime scene the ocean presented.
Rarely troubled by heavy winds the rollers fell with a

(104.)
Thundering crash on the rocks beneath, occasionally surging
with violence into the caverns below and shaking the solid
rock with vibrations. I wonder there is a kind of
Leach in Leylan, an inhabitant of the woods and beaches,
know these vines on the sea, which in the rainy season will
attack the legs of people and inflict most poisonous bites
so much so that in unhealthy parts the sufferer has been
known to dye in a shocking state. The worst of it is they
cannot be displaced; as fast as one is taken off, 30 will fasten
on. We did not stay at Trincomalee quite two months,
a longer than was necessary to undergo a complete refit
and provisioning, and to get our boats in an efficient state.
On the 3rd of January 1845, we sailed for Madras, at which
place we arrived on the evening of the 7th after a tedious
beat against the N.E. monsoon. We lay a mile or more from
the shore the depth of water not being sufficient. A heavy
swell generally sets in from the North? which causes a heavy
surf on the steep sandy beach. No gun of war were lying
there but a large fleet of Indiamen. - Madras is the second
Presidency of importance in India, containing the coun-
tries of the Deccan, Carnatic and Circars, and is generally
considered the most beautiful both in its scenery and
salubrious climate. and at first sight I thought so de-
cidedly. As soon as my duty permitted, I took the earliest
opportunity of going on shore and was soon landed thro
the surf. Whilst I was there the surf was not heavy altho
the N.E. monsoon blew strong in the day time. I have
seen heavy on the coast of Lycia and having once landed.

(105.)
have not been able to get off again for some hours. The
only mode of communication is with the Madras boats,
which are admirably adapted for such work. They are
composed of strong but pliant planks, stowed together with
grass thread, when the boat touches the sand which
she does with a thump, the bottom and sides yield
obviously to the shock. Immediately I disembarked, which
was not without some difficulty, owing to the fighting and
pushing of the palanquin bearers, to see if they can obtain
you as customers. Coolies & dabchers crowd round in
suffocating masses, and show the stranger 500 different
certificates of servitude from persons both in and out of
England. Soon after I landed, I went to the Victoria
Hotel, situated on the side of the square, and a very decent
place. When I soon felt well over a glass of beer for
tea and slept till the cool of the evening. I then took
a turn to see the town and any thing that would at-
tract the attention. I think Madras was the most busy
English place I had seen out of England. The grounds,
gardens, and houses have all an English air about
them. There is one large building called the Club house
on a very grand scale. No one under a hint is allowed
in the and from a disturbance which took place between
some Madrasmen in the Indian Navy, when some
chandeliers and mirrors were smashed. Since then there
has been a Bull of excommunication against them
and also the Muds of the Royal Navy. The country about

Madras seems very flat. I thought I could distinguish the
summits of some mountains a long way in the interior
on very clear days but I might have been mistaken.
In all directions it is flat and marshy which makes it
unhealthy at particular seasons of the year. I left our
shore at the Hotel as the Madras Boats do not go off
at any hour after sunset for fear of accidents in the surf.
It is very amusing to see the natives catamaran with
its solitary oarsman. I saw one 5 feet long and 2 broad.
That brought off a note from the Commodore. They man
age them with the greatest care and when the Madras
Boats go through the surf the catamaran waits on the
beach to pick up any one in case the boats capsize. But that
rarely happens. Next day I went off to the ship in time to
get on board before dark. One of the curious things to
be seen in India is the Snake charmer or Indian juggler
who go through most extraordinary performances such
as tearing a ball of cotton into small strands about the
size of a finger and bringing it from the mouth perfectly
connected. Putting a peen of stone in their mouth
and producing fire with it, and a variety of other Hindu
tricks. The serpent they train for their purpose is the
cobra de capello or hooded snake. The most poisonous rep-
tiles in existence, and for which the natives have a great ven-
eration. Some rather worship it. It does nothing beyond
imitating it and making it dance to the music, and
afterwards kiss his forehead. We ran down the coast from
Madras on the 22nd of July with a light N. wind and

on the 25th anchored at ⁽¹⁶⁴⁾ Trincomalee, where we remained
no longer than to complete provision and water. With
a fresh E. & S. wind we soon ran down the shore of Ceylon
and rounded the Southern promontory visible at a
great distance off. From this point commenced our tedious
beat up the Malabar Coast. Seldom losing sight of the
land, we stood close in shore to meet the land breeze
and by noon each day made considerable stretches.
This part of my narrative would be so exceedingly tedious
that the less I say about our daily proceedings the better.
We touched a day or two on our passage up at Cochin
Calicut, and Mangalore. ⁽¹⁶⁵⁾ Part of which places we remained
so short a time that a very brief description will suffice.
Cochin is a place of some considerable importance as
far as commerce is concerned, and carries on an ex-
tensive trade in Cotton wool and other Indian com-
modities. There are several English houses belonging
to the residents there, and a large fort. This place also
has the advantage of a small creek which admits
small coasting vessels, but none of greater burden.
French cut vessels lay in the offing about 1/2 miles from
the shore. The water all along the Malabar Coast is
very shallow. The bottom even and sounding regular
sounding with the deep sea lead are obtained at
great distances at sea. Calicut is much the same sort
of place. Then we embarked a considerable quantity of
treasure for Bombay. The shore all along seems very

(168.)
thickly covered with wood and shrubs among which
the cocoa nut trees are the most numerous. Mangalore
the last place we touched at on the coast, is a town of
great importance, and several English families live here
we remained 3 or 4 days to complete water and sea
stock. The most beautiful scenery is to be seen here. The
sides of the mountains being covered with trees and shrubs
of all descriptions. Several monkeys were brought on board
but they were soon sent on shore again. Two brought
some to keep on board. One fellow got stowed away in
the spirit room and it was some days before we could
discover him. The other one escaped from his keeper
and lived some days afloat when when hunger obliged
him to descend as low as the deck of the Spanker,
and we found him stealing bananas from the captain's
cabin window. He was detected some time after in the
act and punished. On the evening of the 22nd we made Bom-
bay light broad on the W. Bow and at 10th came to an
anchor off the outer light vessel. Next morning we up anchor
and beat into the anchorage. No gun of war were lay-
ing there but a numerous fleet of ^{ships} ~~men~~ ~~of~~ ~~war~~ ~~of~~ ~~war~~ ~~of~~ ~~war~~
and Indian ^{ships} some taking in cargoes others discharg-
ing. Most of them dismasted. The appearance of Bom-
bay from the harbour has nothing in it very attractive. At
first light nothing appears visible to the naked eye except
merchants warehouses and stupendous fortifications. In
fact I was quite surprised when I entered the city gate
and viewed the change. The town is completely fortified

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and defended by a deep ditch. Mounted with
very heavy guns and in short is a place of immense
strength. I did not much admire the appearance of the
houses they look so gloomy but their look must not be
taken as a criterion of the owners circumstances. The grounds
belong to very wealthy Parsees. I do not remember to have seen
a single beggar in India. I only saw one cripple; but the
people are by no means strongly made or athletic. They are
without exception the most effeminate looking people I have
seen. Neither muscles or flesh on them. By the numerous
arrivals of merchant ships of large tonnage. I should con-
sider a cursory view taken Bombay to be a thriving commer-
cial place. Great quantities of cotton wool are im-
ported. In fact the whole trade seems to be engrossed
in it. About the end of March the officers of the garrison
and ship got a cogito^{up} and the day appointed it
in with very propitious signs. There was a strong breeze
from the West which at the latter part of the day
proved too much for some of the small boats, which
narrowly escaped being driven to sea. Considering every
thing all went off remarkably well. No accidents and
general satisfaction given. The Dowry a small open Boat
came in first. The Rodrick Sch. decked schooner
next. The Unicorn third do. and the Barge Louisa
4th. The others came in in close succession. The ship was
dressed with flags and a defunct given to the city
of Bombay. A very good view was obtained. the frigate
being nearly in the center of the course.

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March 31st I went on shore to visit the Light House, and
the British cemetery, a lonely spot situated on a barren,
expanse of rock and sand on Colubah Point. I found
several tombs in commemoration of the officers & their
families who perished in the wreck of the Lord Wm.
Blount & Lord Castle Reg. two transports on from Eng-
land the other from Mauritius. They were totally lost in
a heavy gale from the NW. April 10th sailed from Bou-
day with a fine NW. wind, on our Starboard Quarter in
company with the sloop on of Symonds. 16th Off the
wind this pretty vessel had no chance with us but
close hauled she cost us a "pretty considerable" tug as
the yankees call it and I have little doubt that in
a strong breeze she would eventually have beaten us.
We could only judge of this from a short trial we had
with before our arrival at Point de Galles. We touched at
Cochin for a few hours to take in supply of fowls &
fruit for Trincomalee for they are badly off at this sea-
son of the year for such things. On our arrival at Point
de Galles on Saturday afternoon, we gained information
that there was a chance of sending letters to England
by the Hindostan than lying in the harbour for long.
So we remained standing off and on until the evening
being sent on shore in the cutter to land Mr. Smitton
a lady passenger from Bombay. I had a slight opportunity
of seeing the place; though I could observe nothing very sat-
isfactory to my curiosity. The sea side of the town appears
strongly fortified and there are the remains of some Dutch
forts in good preservation. Some were tenanted by our

(173)
own soldiers. A heavy swell sets in during the NW. monsoon
which prevails between May and September, but a small
creek completely defended by the rocks about its entrance
forms an admirable landing place which has been improv-
ed with the addition of a wharf and steps. As far as my
limited survey extended, I saw enough to convince me
that with few exceptions this was one of the sweetest
spots in the island; small detached lawns dotted
with the richest green verdure and thickly surrounded
by trees of all sizes and descriptions of colour. In the
distance might be discerned the summit of some dis-
tant pagoda or native church. Having written our let-
ters and sent them on board the steamer, the frigate made
sail again and was soon dancing merrily over the
water. We did not go far from the land as there is no
fear of rocks or shoals in its vicinity. The first dangers
we made were the Great and Little Passes; a low reef
lying about 3 or 4 miles from the shore and even with
the water's edge. Nearly abreast are two remarkable hills
called Westminster Abbey and St. Paul's and closely
resembling those structures in shape. On the 22nd of April
in the morning made the flag staff hill at Trincomalee
and about midday anchored in the harbour, abreast the
Island. The first opportunity I had of visiting the Island
I took immediate advantage of. Every thing was the same
as when we left it with the exception of the improvements
just commenced by Mr. Warrington the Naval Store Keeper
in the plantations and grounds adjoining. I have not
sufficient eloquence to describe this lovely island in all
its richest beauty although I have ardently wished to do

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So. But its romantic character and Paradise like appearance has fully defied my efforts. My great delight was to take a solitary walk by myself towards the close of the day when the powerful heat of the sun was somewhat abated into the depth of the jungle where Nature reveals in her most magnificent Beauty. As the night advanced the busy hum of myriads of insects bursts upon the ear. Literally drowning every thing else in its din and making the sunniest depths of the deep wooded jungle ring again — sometimes the startled deer or elk rushes swiftly across the path, or the jungle cock with his somewhat peculiar and mournful cry can alone the visible objects of this eye. You see, or having wandered too deeply into this wooded retreat the wanderer may be startled as is frequently the case at ^{the} sharp hiss and threatening posture of the deadly Cobra de Capello. The curse of this beautiful climate. As the shades of evening close around us, the calm serene firmament of heaven ~~opens~~ opens its mysterious, wide spread field to the gaze of wondering mortals in all its pristine beauty and holiness, with its brilliant constellations and planets unclouded by the smallest possible vapours. In the absence of the moon the most ^{common} objects are the fireflies which may be seen flitting about in vast quantities amongst the deep green foliage of the forest. I have as yet given no scientific account of Ceylon as I have not been so well acquainted with it as I could have wished to have been. But as no opportunity has offered of visiting any place here, worth mentioning as a specimen. I must content myself with John Islands which may serve to give an idea of the whole. This island is somewhat of an oval form, but broadest at the western extremity

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and is about one mile in length by not $\frac{1}{2}$ one broad or I should say about 3 miles in circumference. It is entered by two valleys one opening to the South the other to the Westward. Between the two eminences which shelter the above mentioned valley to the Westward, is situated the Bungalow on the brow of a steep declivity descending to what we called the Bathing place and leading thro' the middle of Cocoa Nut groves close to the water edge. The view from this place is very pretty. The Bungalow is a small low house with only one apartment for it is only intended as a place of meeting for the officers of ships which may happen to be stationed there. It is built of the dry brick looking stone of the island, with beams and slabs supported by pedestals all round. Its furniture consisted of about a dozen chairs, four or five sofas, a small chest of drawers and partitions for containing any utensils. & at the opposite end was a spacious bed room chiefly if not wholly got up by contributions from the officers of ships about to leave the station, and who all subscribe a months pay to the maintenance of the place. Amongst these books I saw. The histories of several countries and many valuable works both interesting and amusing with a host of novels and romances to back them. A large oak table occupies the centre and the whole apartment is lighted by three lamps hung to the beams overhead. A good steady man named Andrew had charge of this place, assisted by three or four coolies who perform the drudgery of the place. This man is responsible that every thing goes right. The house is surrounded by pretty flower beds and sequestered walks.

leading into all parts of the island and to some interior seats by the sea side. But notwithstanding this Lobe Island is capable of great improvement in all its parts. Mr. Warrington of the Dock yard has the chief management of the establishment, and has done and is still doing his best to improve the desmews of Lobe Island as they are pleased to call it. At present these improvements are only taking place in the vicinity of the house but extensive alterations might take place in the thick woods, if some part of the decayed underwood and rubbish was cleared away, several beautiful and picturesque walks might be formed about them. Adjoining the mansion is the cook house a rather convenient place, but rather dingy and shabby from want of proper attention. The water round all parts of the island is deep, varying from 4 to 5 fms. or more a few yards from the shore. The bottom is composed like the beach of sharp, rugged blocks of stone and pebbles. On the south side of Lobe Island lays Snake Island a small circular spot of land not more than $\frac{1}{4}$ of a mile in circumference and so thickly covered with wood and blocks of stone that a short distance it appears quite inaccessible. Between this spot of land and the island the water is extremely shallow, not being more as deep as I was able to judge than 8 or 10 feet deep at the furthest, with an irregular bottom of rock and sand. On the western side is a small but deep Bay or rather creek, about 120 Yards broad at the mouth direct ly opposite Sheriffs grove of Cocoa Nut trees and stretching about 600 Yards inland towards the slope of the hill facing the westward. This was our favourite

bathing place, which we used to visit morning and evening for that purpose. This place was chosen for so. and reasons. First it is considered, the only safe place from the sharks which infect the harbour of Trincomalee and secondly those who were not able to swim had the advantage of a nice sandy bottom gently sloping outwards from the beach. I did not get out of my depth until about 200 Yards from the shore, at the head of the creek outside the water deepens to several fathoms. In fact all round the island a large boat or small vessel might proceed in safety if not drawing more than 6 or 7 feet - As to the geological part of this island. I am quite at a loss to what I must attribute the various alterations and changes which have taken place, as every person must well know that it is merely conjecture as to how those changes were brought about, and I must confess my great deficiency in being able to form any opinion respecting it, though I need not be ashamed to make the attempt. It is the undivided opinion of men who have taken any interest in such inquiries that the island of Ceylon has suffered, and still continues to suffer most severely from rain in a geological point of view, which in the rainy season falls in actual torrents. The quantity of soil washed away is enormous, I have often myself seen the deep blue water of this beautiful Bay discoloured with the red ochreous kind of earth from the hill sides. In one or two cases to my knowledge the streams of water from a hill adjoining our hospital had in two or three days entirely changed the course of the little stream which sometimes ran in wet weather and had thrown up large banks and shoals of gravel

and sand besides extensive ¹⁷⁶ deltas in the Bay itself. a
Snake but not unlikely source of mountain torrents &
swollen rivers forming shoals and deltas in the midst
of a lake or sea and those sometimes extending far out
from the land. In these small deltas I have often discov-
ered the remains of various descriptions of shells, plants
the teeth and bones of animals or birds &c. These evidences
small though they be in their way, are still facsimiles
of the tremendous changes and convulsions which have
shaken the face of the globe at some remote ages and
serve to uphold in a wonderful degree the assertions
and conjectures of geologists which all persons who some
or a later age are not altogether unfringed. That
Sobe Island, Snake Island, Bat Island, Round Island
and the Hookery have been at some remote period
parts of the main land I think there is very doubt
both from their situation and the great probability
of the case, and I have no doubt, they have been detached
by some great convulsions or what is more probable by
the gradual but certain agency of water. On second thoughts
I am almost convinced the latter is the proper cause
by considering the whole circumstances of the subject
and by observing the effects of the aqueous element which
even while they are being produced, are quite evident to
an observing mind. Visible traces of its ravages are to be
seen after heavy falls of rain, in the deep cuts, and
large quantities of soil washed down in immense
masses. It is next to impossible to ascertain the exact
material of which Sobe Island is composed. There being
no cliffs, quarries or other intersected places in it, and the
whole surface being covered by bushwood and decayed
vegetable matter to the depth of a foot or in some places

more, but in my peregrinations through some of the remote
parts of the jungle. I unexpectedly came to a pit or well
which it seems likely has been intended for supply ^{with} the
garrison of a Dutch Fort at the bottom of the Hill. From
its vicinity to it, but from its great elevation it is al-
ways dry except after heavy falls of ~~rain~~ ^{rain}. By this pit
I was enabled to ascertain with tolerable accuracy the
character of the various beds of soil, until checked
by the solid rock at the bottom at a depth of 35 feet
the the surface was a rich loamy soil composed of
decayed vegetable matters, with the leaves and trunks
of trees, and not more than 1 foot in thickness. Under
this was a coarse mould of the same thickness &
following it; gravel, & bluish coloured sand, in alter-
nate layers; of about a foot, to 1 1/2 foot, in thickness
until the whole was terminated at the bottom by
large horizontal layers of old sandstone rock, (or at
least so I conjectured it to be, for there is no means
of descending it) and of which the whole island is
composed. But above the rock, was a considerable
layer of coarse white sand intermixed with shells.
May 3rd. I made a complete tour of Sobe Island set-
ting out from Coeva but Grows and succeeded after many
scrambles through the rock and jungle in fairly ex-
amining every nook and corner worth going to. We
next (I say we because I had a companion or two
who accompanied me throughout) with nothing to at-
tract the attention until we had proceeded half way
down to the Southern angle of the shore where the sand-
stone rocks jut some distance into the water and which

(178.)
we had some difficulty in getting over. we observed as we turned the angle before mentioned. I saw suddenly a large Cobra de Capello backing on the smooth surface of a rock. He was about 3 feet in length or more. We were not able to kill him as he very wisely made his exit under the thick bushwood that lines the base of the island. We also observed several small black birds about the size of a swallow which build their nests in the clefts of the rocks. From this point we had a tremendous scramble up the hill side the soil in many places being so loose as to give way under our feet and had it not been for the friendly aid of some branches overhead we might have had an agreeable tumble on the rocks below. However we found our way back without any accidents. From this circuit I should call the island at least 3 miles in circumference of hot moss. Having completed this survey we struck up Flag Staff hill by a tolerably clear footpath which soon brought us to the summit. There is an extensive view of the S.E. side the island and the whole of the Bay. The land to the South and West is deeply indented by narrow creeks and lagoons, in which small vessels might find a snug retreat. There is an old Naval story extant of a French Squadron being in Pine Cove Harbour, at the time of a British Squadron's appearance in the Bay and by great presence of mind, the French men made their escape behind Sober Island and the Main as the Britons came in on the other side. The water is deep enough for a frigate to go through but filled with sunken rocks. The passage is not more than 200 yards broad. There has been erected some time past a signal staff on the highest part of the island composed of some fragments of soap & I.G. masts. It was struck by lightning a blow down some years ago and still lays rotting in pieces

179.
There is also an 18 pounder with a quantity of shot knocking about. After having taken a sufficiently long look at the beautiful prospect, we descended the hill in an opposite direction to the one we came up; and in as straight a line as the rocky nature of the ground would admit, which brought us to a Dutch fort at the foot, quite in a state of decay. It was indeed in ruins for little more than can sufficiently show what it was intended for, that even is hardly concealed by moss and small shrubs. All these forts have been built in an admirable position for defence, boats which might be approaching with any hostile intent being situated on the water's edge and entirely concealed by trees and dwarf shrubs. At five minutes walk from the fort are the remains of a chapel and cemetery; of the former only the walls remain, and some of the graves have been thrown the majority none. I could find no inscriptions or any other clue to what they belonged. These with the last traces of decayed forts, broken shot, and dismounted guns are the only remains of the Dutch colonists in this beautiful country. Thus ends my history of Sober Island, after having visited every considerable place in it. May 8th 1845.
Good nature is the philosophy of the heart, a gem in the treasury within whose rays are reflected on all outward objects; a perpetual sunshine imparting warmth, light & life to all within the sphere of its influence. Ambition often puts men upon doing the meanest offices; so climbing is performed in the same posture with creeping.
I have often asked myself the question. On what great cause can the world be composed, the world, the plants and all material in fact be composed of spherical bodies. The smallest particle of matter with which we are acquainted when minutely examined is composed of small globular structures & these again if possible into still smaller particles. Observe

(186...)
The human frame is not exempt from this apparently general Law of Nature. I have heard philosophers extol as one of the greatest wonders of Nature the inconceivable velocity of light. But what even is that when compared with a glance of the human eye. A man who considers that when his eye leaves the castle upon which he stands and rests upon the star Sirius, it has travelled between 2 & 3 Billions of Miles in a second of time; he would indeed be surprised at the awful Omnipotence of the Almighty who endows us with a particle of such unbounded & rapid vision. It. The Eden like beauty of the scenery about Miconou also reminds me strongly that there is no person or no country who have not some fault or blemish however beautiful they may appear. For instance gaze for a moment on the deep blue waters of the Harbour and you think that nothing can be so delicious as to plunge into its glassy depths, but no sooner than the hideous ground shark rises slowly from beneath and happy he if he escapes without loss of limb again in the deep green foliage of the jungle where the birds and crickets are chirping so blithely & the Parrot, Kingfisher & humming Bird with their elegant plumage are continually flitting before your delighted eyes. Beware when you go forth to enjoy the lovely scene that you tread not on the venomous snakes which abound in this paradise. In the blue eternal vault above the pestilence flies at stated periods of the year who could believe that the vicissitudes of plants and such changing shades of colouring could ever be clouded so.

During my stay here I saw a fine shark caught on board the ship he measured 10 feet six in extreme length. May 24th the Projector's Birthday in honour of which a regatta was got up between the Fox's and Serpents Boats. Such a mere shadow of a regatta I never saw. The day was fine with a fresh SW wind in which the Boats if handled properly which I am sorry to say they were not ought to have done some thing. One fouled half a dozen Boats in starting. Another

(186...)
one into the Barge and carried away her mainmast and by a mere chance was prevented from cutting her down. The Barge lashed under the Launch Bow about 10 Yards off when the latter was running dead before the wind with all sail set. The consequence was the Launch struck her right amid ships. Luckily her bowsprit took the mainmast of the Barge and saved her from being cut to the water's edge. A third boat got on the rocks for 5 or 10 minutes soon after starting others fell to leeward and could not fetch the winning post in time for the start and altogether such a scene of mismanagement & bungling I have seldom witnessed. Mr. Warrington's Jessie came in first of the first class Boats and one of the Fox's cutters first in the second class race. Mr. Higgin's Mastee attendant was captured, one Launch being within hail hauled to the wind and picked them all up. Mr. Higgin was nearly smothered with cockroaches, which fled to his dry head and face from the terrors of a watery grave. May 28th sailed from Miconou for Madras. The Shortness of the Run only about 30 hours afforded no remarks worth mentioning in this journal. The SW monsoon blew very strong. On the morning of the 29th hauled to the wind and accompanied Sadoes the Dutch Settlement of the castles. Only one Merchant Brig there about 11 AM of the same day anchored at Madras. No news of war there and only a few Medicines. I should have mentioned that at Miconou we embarked a young elephant originally intended for the Mastee attendant but afterwards turned over to the Commodore. Such a hungry fellow I never saw. Although always scuffling he was always roaring for more. He was no more than 14 months old and about 4 1/2 feet high and a general favourite with the ship's Company. He found the roadstead at Madras rather an

unsteady place, for a heavy swell always rolls in from the
Southern quarter. I say South because the SW monsoon as
most people believe blows from SW. exactly; but it is in reality
much changed according to the place you are at. At Muzon
the wind blows steadily nine days ^{out} of 10 from SW. with
little variation. Strong in the day and dying away towards
evening. At Madras the course of the monsoon is much chan-
ged by the large tract of land which it passes over, and here
over the sea breeze predominated all day we were there and
a strong SW wind during the night. At the early part of
the day it is nearly calm; then a breeze gradually springs up
from E. or East and gradually shifting through the day
arrives in the evening at SW. which is called the land
wind. On the third of June of went on shore, and endeavor
to ascertain what curiosities there were to be seen
But I never saw such an unclassical town if I may use
the expression. It is quite a moderate built town. The in-
habitants with few exceptions are all such money making
rascals that they always seem to carry the rufous marked
in their faces. And yet I believe they are really an honest
people; so I have read in most modern histories of India
a rupee is in real value 2^d English but they rise or fall
from 1^d 8^d? to 2^d shillings with the merchants according to
circumstances. Other small coin are used those I have
seen. Jauans in value 2^d. double Jauans value 4^d. and
annas or 1/2 two anna piece 3^d. and these are again divided
into copper coin, quarter and half annas. something assimilated to
our half penny and penny. Instead of remaining only a day as I
at first intended I was detained three. The surf being too high
to go off without considerable risks. The boat belonging to the
Master attendant was captured, in that peculiar manner by.

being too far advanced on the back of a roller which bore the
boat headlong and dashed her with ^{her} nose into the hard beach
I heard two men were drowned but whether true or not I could
not ascertain. Gaird Hall says in one part of his Fragments
he distinctly felt the ground tremble under him during a
high surf. Now I cannot doubt it. On the evening of the fourth
of June. My 19th Birthday the wind blew very fresh from the
Southward, and next morning while standing on the shore
step in the United Service Hotel I felt the soil tremble under
foot at every fall of these tremendous rollers. It was the morn-
ing of the sixth before I got off. It is one of the prettiest things
possible to see a Massulab Boat coming through the surf
they sometimes come in without a breaker near them so
beautifully they catch the "lull". I found my time pass dull
here nothing to do. I read Sir Walter Scott's Antiquary &
the whole edition of Scenus and any work I could lay hold
of then I wrote a letter home, corrected my watch bills and
got tired of all. What do you think I did, began to write
a tale, taking the scene from the coast of Lancashire, and form-
ing the materials of the story as they came to hand. This I
found gave a pleasant relaxation to the every day monotony
my sea sailors suffer so much from at sea. Besides there
is another reason why I indulge it. It enlarges the powers
of imagination and description. I find how short and
insignificant as it appears that it has greatly facilitated by
expression in writing, to show any person who is afflicted
with ennui I should recommend him to start a little
story or novel suited to his taste and inclination and
I am sure he will be pleased with it. I think seriously the
greatest evil a man could labour under would be to

(1844)
be condemned to do nothing He'd die. If he had a soul to him.

A deaf and dumb person being asked to give his idea
of forgiveness took a pencil and wrote "It is the sweet-
ness which flowers yield when trampled upon."

The old Thunders 74, the ancestor of my last ship was
very unfortunate, having foundered in a hurricane off
Porto Rico, with all hands on board.

Sails to a vessel at sea. Written by Miss. Parker.

Like a sea bird on the ocean.

Proudly does our vessel glide
While her keel with steady motion

Pasts the smooth & silene tide

On her sails the moon is sleeping.

As her own vast load the Blaze.

Gallantly her course she's keeping
On the wide & pathless seas.

On & on in beauty gliding

Swift she answers to the helms.

On the waves so swiftly gliding
Which so soon may overwhelm.

In the breeze her pennant streaming

Smooth and music on her deck.

Had the heart that would be dreaming

In this hour — of storm & wreck.

Thus does Goutho — says a hero weeping

Only put his banner to sea

Gentle gales around him play

(1855)
Caucasus spread & helmsmen sleep

But manhood comes — lifes dark hour
With care and sorrow on its wave.
And mid his dream of pride & power
Man wakes to tempest & a grave.

A sisters love.

They said it was my Brother who'd achieved the glory
The tale gave my my play fellow for his home could dwell
What tears of joy streamed from mine eyes to hear that Blotters
In blessings from a my kind Longest home on to lasting fame

A mother's heart may smile with love; a Father's smile with
And gentle prayers debate the heart of the young & boldful bride
But in a sisters heart there glows a fervent deeper state
For the Brother whom young Glory calls his duty to fulfill

What kiss is like a sisters kiss, when they again may meet.

What voice is like a sisters voice the hero home to greet.

And oh what tender watchfulness, like a sisters palour care

To tend the wound the battle gave & all its anguish share.

And when a tear with sorrow fraught to give his early grave

As that which silently and slow a sisters cheek does leave

And when his name is with the dead & all his hopes are past

She then who loved him as a King, remembered him at last.

Ceylon. May 9th 1855.

On May 20th at daylight sailed from St. Michaels

with the St. Michaels tolerably fresh and in the

and on the 29th came to in Madras roads after a

Sea of 30 hours. Found all the same as we left it. The
 sea was much heavier than we had before. Saw it on ac-
 count of the strong prevailing southerly winds.

Our Proceedings during this month were so tedious that
 I must under the account of our Proceedings as brief as
 possible. On the 3rd July we sailed again having taken
 in a large quantity of salt provisions for this voyage
 with the assistance of the land wind we were enabled
 to make wide stretches along the land. and on Sun-
 day afternoon July 6th arrived at Micomata. The Captain
 saw the only vessel of war lying there. But here we had
 had little or no respite. The provisions were all land-
 ed and the rigging set up in great haste on our arrival
 and before a week had passed over our heads. The frig-
 ate was at sea again for Madras. Monday July 14th weighed
 at 1.30 P.M. and after a short run down the coast an-
 chored at Madras on the 16th one hour after midnight.

Battle of the Nile	August 1 st 1798.
Lords Howe's Victory	June 1 st 1798.
Battle of St Vincent.	Feb'y. 14 th 1797.
Cutting out of Hermione.	Oct. 21 st 1799.
Loss of Triton	Nov. 18 th 1797.
Loss of the Amazon & Swifts de l'Armée.	Jan. 14 th 1797.
Meeting at the Horn.	May 10 th 1797.
Yettwad	April 15 th 1797.
The Hermione	Sept. 20 th 1797.