

GD005/8/77 Transcript of Murdo Morrison Journal

Inscription page 1:

Murdo Morisons Journal of the Voyage, Between Glasgow and Australia, in the Ship Hamilton, Campbell, Kidstone, left Greenock on the 10th of May 1852

The Voyage By ? [in rubbed out pencil]

[A further annotation in blue ink in a different had which appears to have been added at a later date:]

Gold was discovered in Bendigo and Ballarah in Victoria, in 1851-52. The Goldfields were worked by diggers, not by Companies as they are today. [Signature/ initials indecipherable]

1852 May 10

Arrived at Greenock, and found the ship in a state of confusion consequent on the arrival of the passengers, and the shipping of luggage and goods. Nothing of importance happened today.

May 11

Not drawn out yet from the Victoria quay, and going about Greenock doing nothing. The ship tugged out this evening, but got aground at the end of the quay. Tremendous cheers given to the passengers from the people on the wharf. Kept on board this night and, considering the confusion prevailing, slept comfortably and soundly.

May 12

Brought out today to the Tail of the Bank and had the emigration agent inspecting the ship; the provisions and water inspected, also the passengers, and enquired how much money each of them had. Had some amusement today with three stowaways, whose determination of getting to Australia and the diggings, determined them to put themselves away in the coal hole. The poor fellows looked sadly disappointed when brought to the gangway and bundled ashore.

May 13

Waiting impatiently at the Tail of the Bank to be off. A number of the seamen wanted yet, and the Captain's utmost efforts cannot procure the full complement of hands. The reasons assigned for this is that the owners will give no month's advance. Was much taken with an exhortation given to the passengers by the Chaplin of the Sailors' Home in Greenock, an old seaman who left us accompanied with deafening cheers. Greenock maintains its wonted celebrity for rain for, ever since we came, it has without exception rained incessantly.

May 14

A great uproar on board today, caused by ten of the crew striking of work. The ringleader of the squad, a monkey-faced gentleman with a deal of the monkey's nature in him, complained of having too few of able-bodied seamen on board, and refused to go to his duty until all the number mentioned in the Articles were provided. For his temerity and obstinacy he received as a recompence of reward 6 weeks of Paisley jail. Four of his accomplices returned to their duty.

May 15

Supplied with a new set of sailors, and everything now, for proceeding to sea. But detained with contrary winds. Cannot obtain liberty from any of the officers to go ashore. Much umbrage occasioned by them from all the passengers for their strictness. Raining incessantly here, and

nothing in the shape of pleasure or amusement can be carried on on deck. The time passes heavily on our hands, and would pass still heavier if we had no books. But luckily all of us in the Second Cabin are supplied with a choice selection of books. Today we are arranged into messes of eight and six, and served out with our ratio of provisions, liberal enough, we all hope, with the exception of the water, a commodity all of us prize very much and take as much care of it as a miser would do of his money. Our messes are conducted by a Mr. Colquhoun, who has to superintend the cooking and distributing of everything for a week. All of us severally come in for a week of it.

May 16

First Sunday on board of the 'Kidstone' and passing the time in this harbour in a state of idleness and impatience indescribable. Had the Chaplin on board at 11 o'clock, and preached us a very pathetic discourse; all listened with the greatest attention. Two of our sailors ashore today and cannot be found. Cannot go to sea in consequence. The weather stormy and wet, the wind right ahead of us and blowing from S.W.

May 17

Today is momentous in the history of the journal. The passengers kicked up a row for their coffee. It finally settled to the satisfaction of all parties by Captain Paterson and the emigration agent. Captain Paterson much put about by it and blaming the doctor for speaking about so trifling a thing to the emigration agent. Left Greenock and proceeded to sea this evening. The scenery along the Clyde beautiful. All the passengers in good spirits and sanguine enough of a speedy voyage. Going along at present with a fair wind.

May 18

Running along at a rattling rate, the wind blowing E.N.E. and all the sails crowded on the ship. All the passengers in good spirits, expecting to be at Madeira in six or seven days if the wind continues as it is. The Captain mustered us all this morning and read to us the emigrants' regulations on board ship. Advised us to observe punctually all the rules, the least infringement of any of them to be punished by the Committee of each Cabin, or in case the Committee cannot do it, the Captain to be appealed to. The Captain said that he thought a more respectable class of emigrants never left Scotland; said he would indulge them as much as he could if they were obedient to the regulations, and vice versa if they did not observe them. Fighting to be punished by the parties being put in irons. The passengers much pleased with the Captain's mode of punishing fighting, and all think that we will have a speedy passage. Some of the passengers very sick, especially the ladies and children.

May 19

Blowing right after us. The wind still N.E. and blowing a stiff breeze. Out of sight of land all day but passing vessels constantly. Carried away a steady sail boom. Much amused with the passengers, the majority of whom are seasick, and suffering dreadfully from its effects.

May 20

Passed a fine brig today and made a signal to her with the ship's name on it. She appeared to take no notice of it. Felt no sickness yet. The doctor very sick and could not come on deck all day. Feel the time exceedingly long, and having nothing to do makes it hang very heavy on my hands. Much of my time passed in walking on deck, reading and eating. My messmates enjoying themselves in playing cards and singing. One of the sailors sick since we left Greenock and unable to attend his duty. His complaint not known to me, but from surmises I heard it is venereal. The wind still continuing fair, and running along cheerily and rapidly.

May 21

Saw a great many small whales today swimming in a straight line. Wind light and variable. Passed the Bay of Biscay today. Mr O' Donnell, one of my mess mates, very sick and scarcely able to walk, lost one pint of brandy by laying a wager to Mr Spalding when we left Greenock that he would be seasick before we were four days at sea. Saw a schooner, the Islay of Shields inward bound, but did not speak. We saw something floating past the ship today which we supposed to be two trunks lashed together. Threw an empty bottle overboard with a letter in it with names and the latitude and longitude. Saw a shark today also.

May 22

Getting into warm weather now. Today very warm, the sun very hot. Passed a brig today, the Mary Ismay of Maryport, outward bound. The wind has entirely failed us and the sails are flapping against the masts. The passengers have got over the seasickness now.

May 23

First Sunday at sea. Prayers read to us from the Church of England Prayer Book by the Captain, and a sermon by the doctor. Wind light today. Spoke to the barque Islander of London for Barbadoes, fifteen days from the Downs and thirty days from London. Cannot obtain the longitude or latitude so cannot know how near we may be to Madeira. The passengers all healthy and in good spirits yet. Saw a great many fish today, whales and porpoises.

May 24

The wind freshened today and our speed greater in consequence. Had some sport today with some dolphins playing in large numbers round the ship. Our black cook harpooned two of them, but the harpoon being too small, he lost his hold of the fish. Great sensation caused on board by them, and considering the dull and unvarying routine of life at sea, anything, however trivial, is a source of great importance and amusement to us. Saw no vessels today.

May 25

I met with a sad accident today, having nearly dislocated my left shoulder by falling on the deck while walking to the Cabin. Feel a great pain in it. Spoke to our Surgeon, and having examined the extent of the injury sustained, has given his opinion that no bones are broken. But the arm sustained a great bruise; much swollen, and unable to stir it. Much amusement given to the passengers this evening by the fiddling and singing talents of a Mr Barlow, an actor (a clown) from Glasgow who is going to Sydney to put his talents in requisition among the gold diggers. Could not enjoy any of the fun going on, and suffering the most excruciating pains.

May 26

Today I have my arm in a sling. The sun very hot and warm; expect to be at Madeira in two days. Spoke the barque Neptune from Glasgow for Madras, fourteen days out before us. Complained very much of contrary winds and bad weather. A pig killed on board today. A deputation of the sailors went to the Captain today, requesting him to mitigate or shorten their working hours; did not hear the result, but guess it to be favourable to them. A great deal of card playing and tobacco gambling (that is, playing for tobacco) going on in the Second Cabin. Never join in any of it; am neither inclined nor qualified to play cards. Do not by any means regret my ignorance of it, and plainly see the pernicious effects of it.

May 27

Still suffering great pain in my shoulder and scarcely able to stir the arm. Had some oil etc. from the doctor to rub it with. Had some pastime today with sailors' songs - "Bonnie Highland Laddie",

etc. Running along with the wind N.E. and expect to be in the Trades in a day or two. Stewart McAlister has quite recovered from sea sickness and am greatly indebted to him for books, etc. Reading constantly, and sleeping sometimes two and three hours a day. Longing very much to get a sight of land, and as I have nothing but dancing and singing occasionally and reading to relieve the tedium of the voyage, the days appear as weeks. One consolation remains for me and that is that in a few weeks I may expect a sight of terra firma, and in a few months the golden regions.

May 28

In latitude 34 degrees N. today at 12 o'clock and 1½ degrees North of Madeira. The wind as usual N.E. and very hot weather. Cannot sleep as usual from the extreme heat of my berth, and always feel an oppressive closeness and drowsy from the state of inactivity and idleness I am placed in. Had some sport today with a brawny broad Scotchman who had proceeded to offer blows to one of the Second Cabin passengers for a tin which he almost swore was his own, and held in opposition to every one of us who unanimously identified it. The dispute finally settled by the fellow's tin being found in his own berth, and a sharp reprimand given him. Saw no vessels today nor land, and look anxiously for the latter.

May 29

The following small piece of satire was composed on the 'Kidstone' by one of the Second Cabin passengers:-

Oh, I ever will regret the day
When the devil led me astray
My five and twenty pounds to pay
For a berth in the 'H.C. Kidstone'.

Lord, take me from this filthy den,
From saucy mate and green seamen,
And save me from the like again
And from the 'H.C. Kidstone'.

There's little hope and no relief,
I'm fairly sick with care and grief,
And poisoned with the damned salt beef
That's served us by the 'Kidstone'.

Some say it's leather, others worse;
I'll swear it's some old glandered horse
And give it now my heart curse
And with it the 'H.C. Kidstone'.

Job's patience could not take it coolly,
He'd swear and damn himself out fully
And send to Hell their soup and boullie
Before the 'H.C. Kidstone'.

No more I need not say of grub,
Swine's better fed out of a tub,
And then they have no plates to rub
When dining on the 'Kidstone'.

We're always carrying coffee cans,
Or sweeping floors or cleaning pans,
Or washing praties with our hands
On board the 'H.C. Kidstone'.

The cook hot water can't afford;
That fellow's neck's made for the cord.
He's got as proud as mate or lord
That orders on the 'Kidstone'.

The windows in the rain doth let;
My berth at morning is as wet
As any boiled potato net
In the galley of the 'Kidstone'.

Our knives and tins and pans all go
By gents who fine moustaches grow
And style themselves Grab, Nab and Co.* -
The pilferers of the 'Kidstone'.

We often see the knife and fork
Stuck in a piece of fat salt pork,
Then hear the screw draw on the cork
On board the 'H.C. Kidstone'.

Oh, Intermediate, curse the hour
This vessel got you in its power;
Well may you now look grim and sour,
You're bitten by the 'Kidstone'.

When first our feet tread on the shores,
We'll bid farewell to pork and bones,
And we'll give three hearty groans
All for the 'H.C. Kidstone'.

* 'Grab, Nab and Co., a number of the Second Cabin passengers who are cultivating moustaches.

Let others sing their songs of praise,
And publish lies, themselves to raise,
Abroad the evils forth I'll blaise
That's suffered in the 'Kidstone'.

So shut your lying gab, Barlow,+
With the Intermediate you're no go;
So say Starvation, Death and Co.,
The victims of the 'Kidstone'.

+ Barlow:- A song was made by him praising the H.C. Kidstone and the Officers.

= Starvation, Death and Co. :- The nickname of another party of the passengers.

Saw a number of strange-looking fish today, called Portuguese men of war. Complaints made by the steerage passengers this evening about the pressure of heat in their apartments; wishing more air holes and better ventilation.

May 30

Sunday. No wind and hot weather. Rows in the Intermediate about brandy. A few of them pilfered from one of the passengers, and some other tricks which were played. A case of smallpox on board, in the steerage, and great fear entertained of it spreading. Another case of whooping cough or measles. Many vessels in sight today but scarcely moving. Many complaints made by us for better beef, the quality we get being shocking and hardly eatable. The Sabbath kept in a manner that does credit to the passengers, prayer meetings, etc. being performed regularly; does remind us of home and the Sabbath although on the deep and far from places of divine service. Passed Madeira today; did not get into the Trades yet.

May 31

My arm getting better every day, and have dispensed with the sling, but cannot use it yet. The pain and the loneliness of the voyage make things irksome enough to me, and certainly disagreeable. Was disagreeably amused today by an application made by a Robert McLehose of the steerage passengers, a young man whose appearance is apparently good, but simple, and wanting in that penetration and firmness which constitutes a lad of pluck, for the Butlership of the Second Cabin, an office the Second Cabin passengers have not even the right to abrogate to themselves, wines, etc. or anything of butlercraft never used in this department. The poor fellow's application was treated apparently with the greatest consideration and he was told to call after tea. When information was given to all the passengers of the fun in anticipation, and when the poor fellow called and was voted by a majority, and duly installed into the office, it was then that he saw by the bursts of laughter here and there from all the passengers, that he was hoaxed. The wind blows briskly and we are fairly in the N.E. Trades.

June 1

Had all the passengers' trunks and luggage on deck today, every passenger taking as much clothing, etc. out of his trunks as would do him until our arrival at Port Philip. Had a letter from the steward which came on board on the 12th. ult. at Greenock, and through some accident or carelessness on his part did not give it till today. In latitude 28 degrees. No other cases of smallpox on board yet, and much of our fears are allayed with the hope that no case of it will be on board but the one. Doubt existing among the passengers that it is the smallpox. At all events heard the doctor saying it was the smallpox. Some of the Second Cabin passengers treated scurvily today by the cook who refused them the allocated quantity of water for their coffee - alleging as an excuse that the water was stolen during the night from him. Nothing of any importance going on.

June 2

In latitude 26 deg. 4 today with a splendid breeze and flowing sails. The Second Cabin passengers protected from the scorching rays of the sun by an awning spread above their heads extending from the mizzen mast to our cabin door. Saw no vessels today, and expect to see none until we come to the Line. The 'Kidstone's' sailing qualities not known to the sailors or passengers yet, having had no adverse winds since we left Clyde, now sixteen days, having run in that time with light breezes a distance of 1750 miles, but considering her size and build (which is not by any means Clipper) they are unanimous in praising her. If the wind was strong we would have run the above distance in 9 or 10 days. Had some dancing on deck this evening, and for the first time since my arm was bruised did join in it. Much refreshed by it, having had no exercise since we left. Dancing approved as a healthy recreation.

June 3

In latitude 23 deg. 55 today. One of the pigs found dead today, having died from the want of proper ventilation. In company with a Clipper barque, and apparently going on the same course with ourselves. Cannot find out her name or destination. Guess her to be American, and perhaps bound to Australia like ourselves. The 'Kidstone' running at a storming rate today; expect to be at the Line in 10 or 14 days. Had some amusement with a young stowaway who did not discover himself until we were two days at sea. The young man by birth is a Highlander and is made to work his way out since no opportunity presented to put him ashore. Today he for the first time went up aloft, and the mate followed him and bound him hand and foot there to remain, as is always the custom, I believe, on shipboard for greenhorns, for a couple of hours, to the no small amusement of the passengers, and the poor fellow's chagrin and the stiffening of his limbs. Will be in the Tropics this evening.

June 4

Latitude 21 Deg. Saw a great many of flying fish today. A sailor put in irons today for disobedience to the officers, and refusing to work. To remain in irons, unless repentant, during the whole voyage, and if then refractory, to be put in jail and severely punished ashore; the punishment in this case, and in my humble opinion, far greater than the offence. A nice fresh breeze of wind today, blowing as usual from the N.E.. The 'Kidstone' giving us great hopes of a speedy and safe passage. Expect to be at Port Philip in less than three months. Signalized a fine barque this morning but could not find out her destination or where she belonged to.

June 5

The sailor liberated today, having repented, or at the persuasion of some of his shipmates, returned to his duty. Saw a great shoal or school of small whales today, upwards I dare say, of a thousand, some of them jumping right out of the water and all of them going in the teeth of the wind.

June 6

Prayers as usual read to us today. The same monotonous life with scarcely anything to vary the scene. The fund of frolic and fun now almost exhausted, and when we come to the Cape of Good Hope, just in the dead of winter there, we anticipate nothing but weariness. Today in latitude 15 Deg. 45m. with a slight breeze. Most singular it is that every Sabbath we had since we came is calm and scarcely any wind, no matter how brisk the other days of the week are. Will be at the Line, we trust, in 8 or 9 days, and very glad I am for that as the heat is now most intense and I perspire fearfully. Cold weather agrees with us Scotchmen much better than warm. The fresh water getting very bad and in a stinking state now, but will regain its old taste as we get into cold weather. By what process this is accomplished I cannot say. Passed three vessels today, but did not speak to them.

June 7

Latitude 13 Deg., 36m., wind light. The water today in a rotten state. Tobacco gambling substituted for cash, this leading the gambling votaries from one step to another until finally some of them will be pretty well shorn of their cash. A good beginning this for them, and portends, I am thinking, something very ominous; at all events, if this passion is fed and fostered when we land in Australia, some result which I dread will infallibly happen to a wheen of them. Gambling, in my opinion, one of the most low and detestable of vices, and its accompaniments, in nine cases out of ten, starvation and misery, and suicide. My arm getting quite well, but still very stiff, and cannot use it with the same freedom as formerly. Some of the

Townies are, I am persuaded, getting homesick; at any rate, the contrast between this and home comforts will make some of us feel the difference.

June 8

A sort of tumult in the Intermediate today, occasioned by our tea being in a greasy state and unfit for drinking, the cook having carelessly forgotten to wash out his coppers. Much dissatisfaction shown by all of us to him, and a specimen of the quality shown to the captain, who never as much as disapproved of it. Cannot find out the latitude today, but suppose we are in about 10 Deg. If the North East Trades continue four or five days longer, we will be at the Equator. Saw three ships today who all passed us. The wind, as usual, light and occasionally breezy. Suffer intensely from the extreme heat, having a constant pour of perspiration covering my body, and feeling very uncomfortable in consequence. One of the Intermediate passengers, James McIntyre, hurt his leg seriously by tumbling down the steps. Has applied a recipe, and is recovering gradually, the injury severe but not dangerous.

June 9

In latitude 8 Deg. 47. An Intermediate passenger bit by a dog. Fear entertained that, owing to the heat, etc, hydrophobia will follow. The dog belonged to one of the Cabin passengers who threatened to put a bullet in anyone who would attempt to injure or throw overboard the dog. The Intermediate resolute, and determined to put an end to the obnoxious animal. Saw a great many dolphins today in chase of the flying fish, and much amusement given us by seeing how adroitly they threw themselves out of the water to catch their prey. No cases of sickness on board. The case of smallpox mentioned turned out to be a mistake, at least no symptoms of it are visible as yet on the patient said to be affected. Met today with what appeared to be the end of the N.E. Trades, but what turned out to be nothing but two tides meeting. Guess we are near the end of the Trades, and may have a deal of time passed before we get into the S.E. Trades. Had a few showers of rain.

June 10

The dog muzzled and tied up. A shark caught today, measuring about five feet long. The animal with the gluttony natural to it, having made desperate pulls to extricate the pork without swallowing the hook, but failing in this, and rather than lose the meat, swallowed all, and was brought on board, in spite of his efforts to cut the line: his tail being speedily cut off, his pith was gone. He was flayed, and the fish tasted, when well boiled, well enough; at any rate, the sailors, and some of the passengers fared sumptuously on it. Had a raffle on board this evening of a Meerscham pipe, the property of Barlow, the actor. The doctor was the winner. A concert on a grand scale was afterwards given by Barlow, which came off with great eclat and applause. The business ended with dancing, which could not be carried out in consequence of a shower of rain, and then came on the spirits, a sum of fourteen shillings having been set apart for that purpose.

June 11

Near the Equator but cannot find out the Degree. Tremendous showers of rain this morning, with occasional squalls and alternate calms and breezes. Had some puncheons of water from the sails, and tubs, of the rain, and could not stand on deck for ten minutes without being drenched to the skin. The water exceedingly warm and pleasant. All the passengers washing today. Very amusing to have seen with what zest and zeal they fought for the water, everyone striving to have the most. A bonito harpooned by the first mate today, the fish in size and colour resembling the mackerel, but much inferior to it in quality and sweetness. A great deal of impatience and disquietude manifested by the passengers at the calms which prevail near the Line, as they invariably do, and the majority are horrified at the idea of spending three or four weeks of precious time before we come to the South East Trades, which bring us to the Cape of Good Hope.

June 12

Not a breath of wind stirring today, and lying like a log quite motionless on the sea. The heat intense and burning. Saw a ship today, apparently homeward bound, but did not signalize her. Looking anxiously for a ship homeward to carry letters from us all to our friends at home. Nothing of any interest or importance going on, and for want of news, the journal is minus a great many incidents of sea life which a gale, a large squall or speaking to a ship would invariably furnish. Had a job in washing out my stateroom today. Could wring my shirt with perspiration. My week of catering coming on next week, a great boon, I consider, as anything to relieve the tedium of calm weather and the dreariness of this sea life, is a boon. John O'Donnel in my berth put out of our Mess today, the cause unknown to me, but suppose it to be non-compliance to orders.

June 13

Sunday. Prayers and a sermon read to us as usual. No wind, but plenty of lightning and thunder. In latitude 7 Deg. 35m. at 12 o'clock today, having run only a few miles for some days. Saw no ships today. Rained abundantly previous to and after the thunder, but did not fill as many vessels with it as we did on the 11th., whether this was owing to the respect the passengers and crew paid the Sabbath or that the previous drenching frightened them, I cannot say. But one thing is certain, that they did not exhibit the same zeal and anxiety to get it as formerly. No cases of sickness on board. The passengers all healthy, and in many cases happy, and apparently quite at home. The water continues in the same rotten state and scarcely fit for drinking. Has no appearance of improving yet or undergoing that process which, in a few days, makes it palatable and entirely free from that stinking taste which it has now.

June 14

In latitude 6 Deg. 35 today. A fine breeze sprang up about 11 o'clock, but died away about 6 o'clock. A sailor seriously hurt this day by cutting his foot very deep by falling or jumping from the bulwark, and coming down with the weight of his body on a piece of prickled brass, lodging on a sharp bit with the foot injured. He lost a great deal of blood and fainted twice during the time the doctor dressed the wound. The poor fellow cannot be able to work for a long time. Our first cook displaced by another one of the passengers, whose cleanly habits in comparison with the slovenly appearance and uncouth manner in which he (the first cook) went about our victuals, is gratifying enough to the major part of our passengers, or those, or perhaps all of us, who have been in the habit of having everything comfortable and nice at home. The contrast between life as a steerage or Intermediate passenger and home comforts is great indeed.

June 15

A ship in sight today ahead of us. We are bearing down fast on her, and would have gone far ahead of her, if the breeze, so fickle, did last us. Did not show any colours or anything about her. She is now steering the same course with ourselves in latitude 5 Deg. 51, having run only 44 miles since yesterday. Today we are exactly four weeks at sea, and the nett run, of latitude, since we left Greenock is, or about, 3,000 miles; this in four weeks with light winds and more than seven days of calms, so that the real sailing days are about twenty (or less) days, averaging in that time 150 miles per day, or six and a half or so [k]notes [sic] per hour. This, in light winds, is good. With heavy and strong winds blowing from the same quarter would have been run in a fortnight easy enough. If once the Line is passed, we anticipate strong breezes and bad weather. No sail was taken in yet except studding sails, since we left Greenock, nor any reefs put in the sails.

June 16

The same ship still in sight, but forged a little ahead of us today in consequence of the wind taking off a little. Saw three ships homeward bound, but did not speak. Not allowed, by order of the chief

mate, to go forward of the foremast. These coercive measures passed in consequence of a fight last night between some of the passengers which wakened the watch below, who accordingly made complaints to the officers and hence these laws. The multitude made to suffer for the faults of a few. The invalided sailor, who has been sick ever since we left port, is still in the same state, suffering dreadfully from the effects of the venereal. I saw him once or twice on deck, and his pale and emaciated appearance told the agony he suffered. The circumstances under which he shipped are peculiar. Having been confined in Greenock with the above complaint, his funds were getting low, and having heard the 'Kidstone' was going to Australia and carried a doctor, he knew this would be a good chance for him to be cured free of expenses.

June 17

One month at sea and still a few degrees north of the Equator. Sailing with a stiff breeze of S.W. wind, going a S.E. course, a great many points off our true course. A deputation of the steerage passengers gone to the captain today to get our cook properly installed into his office, and his wages made secure. The honourable deputation favourably received, and after their complaints were patiently listened to, and the filth of our first cook and his incapacity duly enlarged on, the proceedings were closed by the captain making every concession in his power to them, and settling his wages at £8 Stg. until our arrival at Port Philip, the former cook having now nothing to do with the galleys. A great many deputations from the Steerage, the causes trifling enough very often. But many of the passengers there are too fond of being thought clever. These people grumble at everything almost, and the upshot of their grumbling is a deputation to the Commander. No complaints made yet by any of the Second Cabin passengers.

June 18

Something like a row in the Intermediate today for our cheese, it having been stolen during the night. Nothing transpired in the course of the day that could lead to the discovery of the pilferer, but surmises that some of us had that one or more of the apprentice boys had a handling in it. These surmises during the day amounted to almost absolute certainties, on finding the same trick played one of the steerage passengers. One of the principals found eating the stolen cheese and boasting to his companions how cleverly he had stolen it. No such proof appeared for us. If it did, we should have complained to the officers to get the delinquents severely punished. Steering S.E. today. But tacked about 12 o'clock a.m., and stood away for some hours W.N.W., and then again tacked and stood S.E. Saw a ship today. Bearing down on her fast. Took an observation, but could not calculate punctually the exact latitude or longitude, and consequently the results would be dead reckoning. Tomorrow comes on my week as head messman, and the following week I am to act as messman for one of the mess.

June 19

In lat. 5 Deg., 29. Wind blowing S.W. with a strong breeze right ahead of us. Some of the Intermediate passengers much offended at some remarks made on them to the captain on the 17th. when the deputation for the cook closed - to the effect that any kind of cook was good enough for the creatures in the Second Cabin, who never saw anything. Pity for the pride (rather than anger) was manifested, of the proud young lady, and many quaint panegyrics passed on her, none of them much in praise of her. A vote of censure proposed by some of us to be passed on her, which, I dare say, would be carried into effect, were it not that, out of regard to her friends, they assented to drop it. Busily employed today in my capacity of messman, and find that for two weeks I will almost altogether be occupied in the work. A ship in sight today. Showed her colours, but could not make out what she was or the country she hailed from. Saw a great many of flying fish today. Harpooned a bonito.

June 20

Latitude 5 Deg., 4 min. today. Steering W. with a strong breeze of southerly wind, our progress in consequence very little, the wind being dead ahead of us. My anticipated happiness as messman far from being as good as circumstances led me to understand it would be. A few of the mess eternally finding fault with my work, with or without cause. Their horrid tongues never cease. This puts me very little about; taking everything very coolly. But on one occasion I've almost broken the skull of one of these gents by pitching a large and heavy tin jug at his head. Fortunately for himself, and me also, the jug escaped him, and now regret having given way to so much passion, no matter what aggravation I had. The aggravation was enough, he having previously thrown a tin filler at my face, intending not to hit me, but unfortunately for me, it did hit and at the time bruised the left eyebrow. The upshot was the flinging of the jug, and ultimately an apology from him, or something equivalent - a hearty shake of the hand. Prayers as usual today. Nothing more of any interest or importance happened.

June 21

Latitude 4 Deg., 56 today. The wind right in our teeth and no improvement for the better. This state of things, namely calms and contrary winds, highly harrassing to the gold expectants, many of whom regret having taken the passage on the 'H.C. Kidstone', and all of them manifesting a degree of impatience and fretfulness highly amusing to me, no matter how anxious I am myself for a speedy termination of the voyage. But less sanguine of the result and success at the diggings - that some of them will carry out fully what dreams of gold they now realise, and many to be doomed to a disappointment. Saw no vessels today, and nothing to amuse us; consequently, a degree of restlessness and useless regrets are manifested by them all. One of the Intermediate ladies in bad health, a Mrs Crone. The complaint is extreme debility, and since the weather has turned out so warm, the poor lady has felt much weaker. Her case having been told the captain, he generously ordered cordial and fresh food from the Cabin table to be given her; the result has been very favourable to her, having been much strengthened by it.

June 22

In Lat. 4 Deg., 10 min. today. Wind almost right ahead of us. The use of spirits, by order of the Commander, strictly prohibited yesterday and in future, an intemperate use of them being made by some of the passengers, which led to these stringent measures, proper enough in themselves, but if fully carried out, highly injurious if, in case of sickness, spirits are indispensable. Wakened early in the morning by hearing screams proceeding from one of the staterooms opposite, from a lady there, a Mrs Barnes, screaming, "Hugh! Hugh!" (her husband's name), "Help me!" Her husband, who slept in a berth above his wife, immediately sprang out of bed and flew to his wife's berth, touching the hand of a man who soon made his exit. The cause of his wife's screams was now easily accounted for: some villain, at the dead of the night, penetrated into the room and tried to kiss or sleep with his spouse. But luckily his designs were frustrated in the manner above mentioned. Nothing that could lead to the discovery of the fellow has as yet transpired, furnishing all of us with a speaking subject for a day.

June 23

Wind as usual ahead of us. Steering E.S.E. today. Amused today by reading a few lines of poetry composed on myself by the author of the song on the 'Kidstone' (in the journal), in the main flattering me. The subject love, drawn from a story much exaggerated and almost entirely untrue, which I told him, about a young lady in Stornoway who, I affirmed, plighted her affection to me; said to be worth, when of age, five hundred pounds a year - this story causing the lines of poetry, in themselves pretty good. One of the young men in my berth painted last night with moustaches and an imperial, while asleep, causing bursts of laughter from all the Intermediate passengers, most of whom had assembled to see the fun. The paint consisted of burnt cork and candle grease. The young man this morning in a mighty rage, but in spite of all his efforts to find out the

aggressor, none of the party cognizant of it will tell him. The cook's hand scalded today with hot water, and unable to work for a day or two. A substitute given in his place.

June 24

In Lat. 3 Deg., 0 today, and in the South East Trades, after beating about for the last fourteen days. Making little or no progress. Blowing a very stiff breeze. No incident of any importance happened today. The gentleman whose wife created the disturbance a few nights ago has studiously avoided since, mixing with any of the Intermediates, thereby creating a suspicion that he is spooney[?] about it, and has his suspicions aroused that one of the gents here has been the delinquent. Whether his suspicions are correct or not, his conduct much disapproved of, and strong expressions given utterance to by some of us, not by any means in justification of the course the gent pursues. Some of the steerage female passengers seasick today, a sort of relapse of seasickness, some of them having but lately got rid of it. The regulations for washing out our berth strictly adhered to, and we are conscious that the healthy state of the passengers is owing to the cleanliness prevailing. The doctor and the captain always urging on us the necessity of having our berths regularly washed.

June 25

In Lat. 1 Deg. 3 min. North today. Crossed the Line about 11 o'clock this night. The usual work of shaving, etc. by Neptune was performed with great applause by the sailors. After this, a glass of spirits was served out to the steerage passengers. 2 bottles of brandy and half a dozen wine was sent the Intermediate passengers by the captain and the doctor, which was done ample justice to; in a few minutes, not a drop of it remained. However, Neptune's appearance was ushered in with as much eclat and jollity in the Intermediate as among the sailors. Nothing like drunkenness was seen, although a few would, if allowed, get drunk. Such was not the case with the steerage passengers. Many of them were in a sad state, some scarcely able to take care of themselves. The sailors in a very jolly state, but not by any means dead drunk, as the saying is. Rum being served to them liberally, but not too much, and crossing the Line was passed as happily as circumstances admitted.

June 26

In Lat. 43 min. South of the Line, with a light but steady breeze. The effects of last night's spree (they having had more grog than I was aware of) on some of the sailors was manifest enough this morning, by the drowsy appearance and sore-like heads they presented, but no outrageous proceedings followed the drinking; the strictest propriety from the tars prevailed universally. The water improving every day, not so our biscuits; they are getting very soft and unpalatable. Saw no ships for a very long time. With the exception of a small whale occasionally, and some flying fish, nothing to cheer us or pass the time; even dancing is now dropped. Some of the parties having offended Barlow, he has now almost dropped playing his violin. In short, in a few weeks the time will hang heavy enough on our hands, if nothing in the shape of amusement turns up. Lately, one of the steerage passengers presented himself to the doctor and requested to have a tooth, which gave him much pain, extracted. The doctor did so. The fellow then asked for a bottle of brandy to apply to the hollow to stop the bleeding. This request was complied with, the doctor never suspecting anything, and it was only after hearing that he was seen very drunk shortly afterwards, that the doctor smelled a rat. He enquired about the matter and found out that the tooth was only an excuse to get the brandy, the fellow's desire for it so strong that, rather than resist the desire, he would pawn it at such a sacrifice.

June 27

In Lat. 2 Deg., 26 min. South today. Sailed about one hundred and three miles since yesterday. Prayers as usual today. A fine sermon read us on St Paul's shipwreck. Great attention given to its

reading by us all. Caught a fish today with a hook. The same routine of pastime as usual, that is, sitting listlessly on the hencoops and the bulwark, smoking or reading books, and chatting. Never saw a finer night. The moon looked beautiful and bright; not a cloud to be seen. The wind light, but a heavy swell, the ship plunging heavily into it. The mess had a roast of fresh pork given them today by the captain.

June 28

In Lat. 4 Deg. 5 m. A strong breeze. A sort of accident happened today, but not attended with any loss or accident. The accident as follows: the tiller chains, in consequence of the helmsman's stupidity in managing the wheel, got jammed and throughother, causing the wheel to be so stiff that it could not work. This brought the ship off the wind so much that the sails came all aback with a crash, which I thought would have brought some of the topmasts down. But fortunately nothing started, and in a few minutes she was put all right. The tiller chains were also righted. A good many of the passengers stood somewhat aghast and alarmed at the appearance things then presented, but felt wonderfully relieved when everything was again in proper order. Saw no sails today - did not see any for a long time now. Numbers of fish playing about the ship, but cannot catch any. A bet laid some days ago between one of the steerage passengers, Mr Kean, and of the Intermediates, of £1 for three plays at cards, Mr Kean coming off victorious with two games.

June 29

Lat. 6 Deg., 35 today. Busily engaged in getting passengers' trunks out of the store room, and replacing them again. Preparations made in the shape of clearing the steerage and Intermediate of all the superfluous luggage, keeping as much as is absolutely necessary for the voyage, for the bad weather we anticipate or are sure of falling in with more, until we pass the Cape of Good Hope. A good many petty quarrels in consequence, every person striving to have as much of his luggage up as possible. An accident happened this evening to our baker, having fainted away and could not be brought round again for a long time. The doctor having bled him copiously, the man recovered, but is very weak. The cause of the fit is ascribed to being intoxicated during the day, and probably having eaten very little food. Saw no vessels today. A strong breeze. Going S.W., with almost every stitch of canvas that can draw, crowded on her. Going all day at the rate of eight knots an hour. The sky very clouded.

June 30

Lat. 8 Deg., 36 today. Great uproar and confusion on board this morning. A squall of wind struck us, carrying away jib boom, flying jib, fore topmast studding sail boom. Some injury to the fastening of the mizzen topsailyard. With all these sails set no other accident happened. The ship's progress much retarded in consequence of these accidents. A great part of the day consumed in clearing away the rigging, and repairing some of the damage. But will take a few days to make a new jib boom, etc, and a great many of the females sadly frightened. One lady was seen clinging to her husband, crying piteously to him to save her. Except the fright some of us received, nothing more happened during the day. Gradually, more sails are put on her. The wind very fresh today. Blowing stronger than we had it yet. The vessel pitching heavily for want of sails to steady her. The captain and mate indefatigable in hurrying on the reparation of the damage. Saw no vessels today nor any fish. Wind blowing S. East. Had a beautiful night, as bright almost as day.

July 1

Lat. 10 Deg. 28, with a strong breeze. The damage of yesterday fully repaired today. Nothing of it was left undone before six o'clock this evening. Was amused this evening with a fight between two of the sailors, the cause originating with one of the seamen, a Swede, who gave some insolent language to his opponent (an Englishman), who could not stand it, and replied to it with a blow, the fight ending by the Swede giving in, leaving John Bull master of the field. A bet laid in the

Intermediate between a Mr Stewart Robertson, a great toper, and another of the passengers, that he, Stewart Robertson, would not keep sober from four o'clock in the evening until four next morning, having received a bottle of spirits through the day. The stakes were fifteen shillings to seven and sixpence, and finally won by Robertson abstaining, not without chagrin to the other party, who did not expect to have lost a bet of five pounds stg. at seven games of backgammon, won by James Levey of our berth today.

July 2

Lat. 12 Deg., 30 min. Breeze as usual. A row in earnest in the Intermediate this morning, brought about as follows: our mess and two more messes had some porridge before tea, and, as it is always the custom when we have porridge, all the messes join in sending water and oatmeal up to the galley. Two of the messes either neglected or would not send up water today. The consequence was that after our messes, that is those that sent up water, etc. were served with the porridge, one of the party that had not sent up water, who has a young family on board, at the instigation of one of the passengers, came forward and endeavoured to have the pan with the surplus porridge taken to his family, but was refused by one of our mess, a man who, to do him justice, can do justice to anything in the shape of eatables that comes before him - thinking, no doubt, that he himself had not enough, endeavoured to keep the pan, and both struggled and scrambled away at pulling each other, this ending by the man with the young family giving up the contest. Nor was it ended here; the man being almost in a state of frenzy at his defeat, began insulting another passenger, a neutral, who would have felled him but for the interference of some of us, leaving us a good deal amused with the events of the morning. Nothing more happened today.

July 3

Lat. 15 Deg., 1 min. today. Strong breeze, going under easy sail. Another fight - a thing on a somewhat smaller scale than our other fights - between a James McIntyre in the Intermediate and an Alexander Gibson in the steerage, caused by McIntyre snatching a long pipe out of Gibson's mouth and breaking it. The result was a blow from Gibson and a retaliation from McIntyre. Fortunately the pugilists were separated at an early stage of the fight or without doing any injury, beyond a scratch or so. The weather getting very cold now. In a week or so we will be in the depth of winter. Today ends my term of messman for a long time. In consequence of several brawls in the Intermediate, a good deal of bad feeling exists between some of us, the cause trifling, but the effect something - a most trifling cause producing a coldness which, through time, ends in a complete mistrust of each other; time, however, and a landing in Australia will cause a separation which will end all these petty annoyances.

July 4

Lat. 17 Deg., 37 min. Strong squalls today, which prevented us having prayers as usual read to us. The weather getting very cold now, at least a great deal colder than we had it for a long time back. Not in sight of any land yet. Saw no vessels today, nor any other thing except a seagull. Had a pig killed on board yesterday. A portion of it served out to the passengers in the Intermediate, who are smacking their lips in anticipation of the splendid roast it will make. This is the second time fresh pork has been served out to us since we came to sea. Expect to be in the latitude of the Cape of Good Hope in about ten days. Heard that we are going as far as 45 Deg. South to take advantage of the South West winds, to run again eastward down to Port Philip.

July 5

Latitude 20 Deg., 13 min. 33 Deg. (odds) West Longitude. The whole crew busily engaged today in fastening the rigging on the weather-side. In sight of a fine Clipper brig this evening, steering almost due South, but owing to the night coming on, did not speak. Plenty laughing raised

yesterday at the expense of one of the ordinary seamen, called Major, for want of a better name. The fellow went early yesterday morning to relieve one of the sailors, to the wheel, but unfortunately for his reputation, he somehow or other dozed, and almost slept, at his duty, the ship, in the meantime, veering off from an almost South course to North West, and in a few minutes would (if one of the seamen, observing the state, [hadn't] rushed to the wheel, and immediately brought her to her course), have brought the sails aback on her, to the danger of carrying away her masts. But, luckily for us, the danger was avoided at the expense of sundry kicks and blows to the offender. Nothing in the shape of sickness has come among any of the passengers yet.

July 6

Latitude 22 Deg., 39. Supposed to be out of the South East Trades today. Going almost a south east course. Was wakened this morning by hearing the first mate's voice in angry dispute with one of the steerage passengers, who had last night placarded a notice in or about the steerage companion hatch, requesting the passengers to observe certain rules set down in the notice, to the effect that no one of the officers' orders should be recognized with regard to the passengers, or something to that effect. The result was the dispute of the morning, the fellow's effrontery glaring enough to passengers as well as officers. The captain bothered by this fellow always sending him letters of grievances, and heading as well as instigating the passengers to find fault with the ship's regulations with regard to the passengers. The officers determined to put him in irons if in future he plays any more of his capers. Heard today that the captain said he has more trouble of this fellow than of all the passengers.

July 7

Lat. 25 Deg., 58. A sail in sight today. Supposed to be going round Cape Horn. Great sensation on board this evening in consequence of a bed mattress that took fire in or about the roof of the galley. Fortunately it was thrown overboard before any mischief could be done. The owner reproved for leaving it in so near a proximity to the galley, where so many sparks of fire are always falling. Amusing to have seen the bustle and anxiety manifested in the appearance of the passengers, the females especially, who set a unanimous system of shrieking, calling on their friends, husbands and brothers to save them. Much confusion ensuing from this. Employed all day in tightening the stays, and making every rope as snug and, as the nautical saying is, as shipshape, as possible. The seamen loud in their complaints of the want of skill and carelessness in rigging the vessel in Greenock. A main topgallant stay broke today.

July 8

Lat. 28 Deg., 1. A barque in sight today, sailing South East but at too great a distance to signalize her. The weather getting colder every day, but not one half as cold as our winter at home - this, perhaps, occasioned by not being in the same degree of latitude, yet South, as we lived in Scotland. Saw a number of Cape birds today, hovering about the ship. Gambling in the Intermediate carried on, on a smaller scale and with less zest and zeal than usual. The reasons are simply these: a great many of the votaries are shorn of their spare cash, while the rest are on the brink of being shorn also, leaving one of our berth, a James Levey, the only winner - considerably a gainer at the expense of all the rest. A prospectus issued today of a newspaper to be published weekly, every Thursday, called 'Life in the "Kidstone"', created some sensation on board today, and as it publishes principally fun, frolic and amusement, all parties look forward to the first number with impatience.

July 9

Lat. 30 Deg., 13, Long. 20, O. Saw no ships today. The following lines in rhyme composed by one of the steerage passengers:-

Come, cheer up, good passengers,
Who now toss on the billows;
Still keep up your hearts
Like jolly good fellows.
This voyage will end
And our troubles be o'er
And our sorrows forgot
When we get on shore.
And, when once on the turf,
So jovial and free,
There'll be no one, I'm sure,
So happy as we.
With our pickaxe and shovel,
And provision in store,
We will start then to dig
For the rich yellow ore
And with spirit we'll go
To dig with goodwill
Till with shining gold dust
Our safes all we fill.
Then hurrah for the digging;
Of success there's no fear;
And for fortune and happiness
Now three hearty cheers."

July 10

Lat. 31 Deg., 47. Long. 18 Deg., odds West. Saw a few large whales blowing to leeward of us today, but could not obtain a near enough view of them to know or estimate the size. Saw also a great number of porpoises of a large species. Endeavoured to harpoon some of them as they swam across our bows, but failed in the attempt. Heard the captain saying that in about twelve days hence we might perhaps round the Cape, and then a prospect of a ninety days' passage. Nothing of importance or of any interest seen today, except a few Cape pigeons and a few gulls, showing that we are in near proximity to the shore or land. Heard also that we had about one hundred and seventeen degrees of longitude to go ere we reached Port Philip. Cannot vouch for the certainty of this. Did not as yet encounter any of the gales so prevalent at the Cape in the winter time.

July 11

Lat. 33 Deg., 15. Long. 16 Deg. West. Had no prayers read to us today. Divine service dropped, as it were, by mutual consent by the captain and doctor, the above parties not pulling well together. The cause of the coolness has originated with the coffee row on the evening of the 17th. May (the evening we left Greenock). Various petty and disagreeable words passed between them. On one occasion, the captain almost put him in irons for some hard expressions he uttered against him. The cause leading to this was as follows: the captain refused to carry out some scheme the doctor proposed to make with regard to the passengers. This led to a dispute, and threats by the doctor that he would expose him in all the home papers, as well as the colonial ones. So ended this quarrel, to be in all likelihood renewed before or on our arrival in Port Philip. Had prayers read in the steerage today by one of the passengers. A good many of the Intermediate were in attendance.

July 12

Lat. 34 Deg., 40. Long. 12.30 West. A great many contributions pouring on the editor of 'Life in the "Kidstone"'. Saw some of the articles and in truth fun, frolic and amusement are the principles. It is coming out in due form and complete, on Thursday, the 15th. Saw a great many birds today, but no vessels. This morning exceedingly sharp and cold. Something of the same weather we have in March on cold days at home. Will be colder yet as we go further south. A great many of the passengers going, immediately on landing, to the diggings, if the encouragements are as good as we had reason to think they were before we left home, making every allowance for partial and exaggerated accounts. Steering E.S.E. today with a strong breeze and occasional squalls and showers. All the passengers exchanging their light clothes for warm ones. Nothing intervenes to disturb the good feeling and understanding that prevails among us, except for a very few and far between brawls.

July 13

Lat. 35 Deg., Long. 30 West. Saw a very large albatross today, the largest bird we saw since we came into these latitudes. Saw also a very large ship steering south of us. Had a line with a hook attached to it hanging out after us and, on taking it, a man's shirt was on the hook, supposed to have been lost by some ship. Stakes of 10/- played today at backgammon by one of our mess James Levey, with a Campbell Gardiner, and won by Levey, the above Gardiner a great sufferer by these stakes, having on two several occasions lost three pounds stg., and ten shillings on another. Porpoises in great numbers seen today playing round our ship. The greatest bustle on board our vessel on the success and arrangement of the newspaper ('Life on the "Kidstone"'). A great many fresh contributions still pouring in on the editor, who is not a little proud of his office. Four or five pieces of poetry by him to be inserted. Running right before the wind with a good breeze.

July 14

Lat. 35 Deg., 10, Long. 4 West. A shift of wind today. Saw a quantity of seaweed, showing that we are near land or a rock. Today is the coldest one we had since we left home. Had no frost or hailstones yet, being led to believe that going round the Cape in the winter time would be sure to fall in with the above. Neither fell in with the heavy gales of wind so prevalent at this season at the Cape. Did not take in any of topsails or topgallantsails since we left Greenock. One of our common herring fishing boats in old Scotland could, without running any risk of foundering or being lost, come all the distance we have already come, upwards of nine thousand miles. We anticipate having enough of rough weather yet ere we get to our desired haven, but at present we are buoyant enough of the favourable termination of our voyage. Cannot say yet exactly what the sailing qualities of the 'Kidstone' are, having not yet had a strong enough wind to try her.

July 15

Lat. 35 Deg., Long. 0 West. Steering North East today, and consequently are only losing our Latitude progress. Great sensation on board this morning on the appearance of the newspaper of twelve pages of large foolscap, written in a fine hand, almost as easily read as print. It lashed without sparing almost all the passengers, and showed no partiality to any. In a few minutes the intelligence of its appearance circulated with the speed of lightning through the vessel, every soul of the passengers evincing great eagerness to hear it read. It is filled up with little and amusing critiques on some of the Intermediates and Cabin passengers, with a few pieces of poetry. After all the passengers were regaled with the reading, it was finally raffled by dice, at a stick of tobacco every time, realising to the ingenious editor ten shillings worth of the weed, a commodity very acceptable to him, being as confirmed a smoker as could be found. Saw a brig today but did not come within hailing distance.

The following piece of poetry (in rhyme) appeared in the newspaper:-

"When gentlemen go out to roam,
And go aboard a darling vessel,
They know the joys they left at home
And learn the ills with which they wrestle.
They dwell upon past happy years
In mournful thoughts and silent sorrow;
And future woes and future fears
May come too soon, may come tomorrow.
Such is our case; 'tis ours no more
To look on scenes we can't inherit;
We go to find the golden ore
And take our chance with reckless spirit.
Begone then, Care, we can't agree;
Our hopes are bright, our hearts are merry;
We yet shall cross the southern sea
And home the golden treasure carry.
When first the land breaks on our view,
Then on our Sunday clothes we'll button
And leave salt beef for sharks to chew,
While we step out to eat fresh mutton.
We'll leave the ship in which we braved
The hot, the cold, the stormy weather,
And forth will march with axe and spade
Though not in rank, yet all together.
We'll bade farewell to every bunk,
To every mess a kind adieu.
Then Mr Tipple will get drunk,
And Mr Swig get very fou.
Oh, how the Earl of Stair will stare
When first he sees a kangaroo!
Oh, how will that great bald head bear
The wonder of a land so new?
Argyll's great Duke will be struck dumb
With wonder and amazement great
When Australasia's chieftains come
To welcome him in savage state.
That great man Grieves will take a quaff
Of half a gill and table beer,
And poor Starvation will shave off
The black moustache he prizes dear!
Oh, when we hoist the signal flag
And anchor in the bay so snug
Ian McIntyre will break his leg
In jumping out into the tug;
And Uncle Ned will run about
Like pensioner on pay,
And Mrs Smyth will still cry out,
A lone and unprotected lady.
Lord Cairns will look about for news
If sheep and wool and gold will rise,

While Cullen on the stars will muse
And look for changes in the skies.
Then Mr Lockie will be grand
And look bold and trim and tidy
And Mrs L- forget the pun
Although perhaps it may be Friday.
It's Murdoch's heart the land will charm;
About poor K- he'll be dumb
When forth he goes, linked arm in arm
With Alastair, his Highland chum.
The Spalding fish may go to bed
Without the fear of cork or witches,
And Moses Levey, patched and ragged,
Will don a brand new pair of breeches.
Will brave Henderson walk the decks,
Explaining all things clear and fully,
While Mr Nisbet rubs his specs
And sighs because he lost the bouille,
But look at Henning's eyes and nose,
No doubt he'll have a jolly fight,
And when the red-haired barber goes
The Melbourne folks can tell at night.
And has poor Carson seen a ghost?
Alas, alas, it's something worse -
He looks as sad as if he'd lost
His far-famed hack, his hunting horse.
The fondest hearts must sometimes part,
And glad when called on other duty,
So Dumfries Davy now must stick
And leave his fair-haired Cabin beauty.
But who's the little skull-clipped gent
That's raising such a dust below,
Who still was trump where'er he went?
It's Barlow of the great banjo!
Lord, everywhere his voice is heard
Proclaiming how he'll give a fete,
For Bill was still a famous card,
And Sydney folks will get a treat.
Ladies, too, must hie away,
To part with those who went a wooing,
And Miss Jane Laurie cannot stay
To keep the watch with Mr Ewing;
And Meiklejohn exults with glee
And chews and spits where'er he goes,
But let him mind, when on the spree,
And think on London and his clothes.
Adieu to bouille soup and pease,
Adieu to beef and bawling asses,
Adieu to coffee beans and cheese,
To rotten milk and thin molasses;
Adieu to wet feet, clothes and bed,

Adieu the 'Kidstone' and privation;
Welcome, fresh mutton, beef and bread,
Welcome you'll be to starve starvation."

July 16

Took no observation today in consequence of the haziness of the weather. Sailing N.N.E. Every appearance of a Cape storm; however, the day passed as usual till about 5 o'clock, when it began to blow a fierce breeze and a heavy rain. Immediately, and scarcely in time, all the lighter sails were taken in, leaving nothing on her but her topsails, mainsail, foresail and spanker. In a few moments after these were secured away with a crash like a peal of loud thunder went the outer jib, the (om.) having snapped. This sail, however, was finally secured. The vessel then wore round on another tack, and put before the wind, and a great deal of work and trouble; all the topsails double-reefed and everything snug, she was braced up and goes now S.E..The sailors were regaled with a tot of grog after their hard buffetings.

July 17

Did not take an observation today either; the weather too bad for it. A heavy sea running today. Going under double-reefed topsails. Very few of the passengers on deck in consequence of the weather. We are probably in about five degrees East longitude, sailing South East. Saw no vessels today, but saw a great many birds at which a number of shots were fired, but none killed. Active preparations about to go for the ensuing week's paper. Whether it meets with the same encouragement and applause its predecessor had or not next number will show.

July 18

Had an observation today. Long. 8 Deg. East. Will be round the Cape in a few days. Very stormy weather - a heavy sea running; plunging madly into it, putting jib boom and bowsprit right under. Carried away with a sea, first the foretopmast staysail split in two, then alternately, fore topgallant staysail and jib, by sea striking them, carried also away fore topgallant staysail but no damage ensued, it having only dragged out of its place the bolt that fastened it. No other accident of any moment happened today. Divine service missing today; it is not likely we will have it kept in the 'Kidstone' more. Saw a good many albatross today, also a great many Cape pigeons.

July 19

Lat. 34. 41. Long. 9. 10 East. The Lat. shows we are making no progress South. Weather and breeze. No vessels in sight, nor any of the birds that have followed us for the last fortnight. Employed busily today in repairing the damages of yesterday, viz. the sails. Carrying more sails today than for a week back. Shook all the reefs out of our topsails. Preparations going on rapidly for the issue of this week's paper. A great many contributions in the shape of rhymes and prose coming in from the steerage folks daily. The Editor employed in correcting and revising some of these articles. Our cook has resigned today, forfeiting the sum of eight pounds stg., a very foolish proceeding on his part, after being at it for more than a month. Would not assign a cause for his resignation. Our former cook again installed. The passengers look forward to bad cooking for the future. Carried no spars away, or sails, today.

July 20

Lat. 35. 10, Long. about 11 East. Carried away a sturdy sail boom today. A change of wind today also, blowing right after us, with a strong and steady breeze. Never saw the 'Kidstone' sailing so fast nor going so steady. The weather getting colder every day. Today the air is exceedingly keen and disagreeable. Our butter, that used to be almost in a watery state, is now quite hard and firm. Gambling continued now, with a zest and relish truly astonishing. Playing for money is certainly dropped, for good reasons, but continues vigorously for Tobacco. Some having come without a

stick of perhaps fifty sticks commencing, while others come with perhaps fifty sticks more than they had beginning. From morning to night this business is carried on without intermission, to the exclusion of every sort of recreation and exercise. Saw no vessels today, nor anything to relieve the tedium of the dreary and dull life we lead.

July 21

Could not make out our Lat. but suppose it to be about 36, Long. 14 Deg. East. The wind right after us. Sea running high. A sort of miniature of seas mountain high, but acting on the 'Kidstone' today as a sort of propeller, pushing her in conjunction with the wind, forward a good deal. The ship sailing at the rate of ten Knots [Knots] an hour. Will be clear of the African land in a day or two, a strong tide running against the wind, and consequently against our speed, but will be in our favour when round the Cape. The weather continues as cold and chilly as ever but not disagreeably so. A number of albatross near us today but were not so lucky as to kill any of them yet. A few evenings ago a few of the Cabin passengers fired several shot at them but with the exception of winging a small pigeon nothing in the shape of killing any of them happened. Saw no ships today. A few of the passengers feel a little indisposed but nothing to dread.

22nd [July]

Had no observation today owing to the cloudiness of the weather. A great sensation on board this morning on the appearance of the second newspaper affording to the passengers a great deal of amusement. Scarcely any of the passengers escaping without getting a rub in it. Many of the Cabin passengers offended at the severity with which they were handled, but on the whole the Editor does justice. Shows no partiality. In the evening it was raffled for One hundred and twenty sticks of Tobacco worth fifteen shillings, or seven pound & a half. Would leave in possession of a large stock of weed were it not that he loses [sic] it at gambling. Saw a fine looking Barque today, homeward bound, with colours half hoisted, showing that there was either sickness or death aboard. The colours were Dutch. Wind very calm today and every appearance of a continuation of it. Every stitch canvas set, wind right after us.

23rd [July]

Had no observation today either, north[?] winds had a slight breeze towards evening from the South East. A disturbance of rather a disagreeable nature took place tonight in the Sec[on]d. Cabin, very nearly ending with a fight. The circumstances of it is as follows: a number of the Second Cabin passengers occupy the Mess table from morning to night at gambling, excluding all the rest of the passengers from any share of the only light allowed. This nuisance was patiently borne with thinking they might give over the practice[?] in part, but no, the parties consulted their pleasure and almost wholly took up the place. Last night a Mr Gunn, one of our passengers spoke to them quietly on the impropriety of the habit and the inconvenience to the rest. One of the players answered with anger that he, Mr Gunn, had no right to meddle with anything they did. Gunn said he had a right to stop what the regulations of the vessel strictly prohibited. Soon word came to a challenge given by the young man to Gunn but would not fight again.

"Poetry of this Week's Paper

Another tedious week is passed,
In which the Kidston braves the blast,
And rocking, reeling on did go,
Much like a Scotchman sure but slow.
In every sphere there's news worth stating,
In every ship acts worth relating
In every cabin deeds worth showing

In every bunk there's worth knowing
To some publicities we'll mention
Of cabin ears who claims attention
It's now a week last Saturday night
Since someone got a woeful plight,
Having brought grog for No 1,
Having come here to sea the fun.
So, temperate was he at the first,
He would taste to quench his thirst.
But flattery is a great temptation
Who's bucked to thirst and inclination.
At last the fire rose in his blood
He tasted and pronounced it good.
Then tried again his mouth claimed more
And thought he'd tasted worse before.
He swigged and tiddled till the stuff
Warned him to go he had enough.
The grog was done which he had got
So out his long clay pipe he brought.
And as he lights it cannot stay,
Take's Lockies snuff and walks away.
The wind blew high the sparks flew higher
The Capt. Bellowed Mind your fire
A cabin passenger cries one
When off the guilty culprit ran
And frightened, terrified and drunk
Behind the main mast down he sunk
But with this gentleman I'm done
Let him the shoe fits put it on
The glorious sportsman we can boast
Upon the quarter deck are lost
How fine they raise the guns in view
Lord help that beast the Kangaroo
For when the Cabin gents assured
Their fate is sealed, they can't survive
Oh, Steward, Cassels, Rankin, Kydd
You know the damage that you did
One bird was nearly winged I hear
And many a friend he had I fear
And many a bird would mourn its loss
If you had shot that albatross
You shoot your powder for the joke
It harmless is and ends in smoke
You hear around the sea birds call
They know like me you shoot down all
First learn to creep before you walk
Take Bills Pop gun and hit the chalk
Its strange how fond some Ladies are
Of smoke puffed from a fine cigar
It is a rather coldlike sight
To see a Lady out at night.

Without a bonnet shawl or cloak
Sit on the hatch enjoy the smoke.
I can't account for such an action
Except by laws of great attraction
And has poor Corson lost his tongue
It can't be pride, he's not too young.
And modesty wont help through life
A youth that's looking for a wife.
Speak out my boy and do your duty
And ply on your fair haired loving beauty
For if you look at Laurie's eye
You find he courts her on the sly
But take this hint, you want a spur
And make it up, tween you & her
So now aristocratic fry
For one short week I say goodbye
The Intermediate spent their life
In one grand round of fun & strife
At breakfast have a nice set too
And then sit down to play at loo
Nisbet walks bare headed at night
Grieve is nearly dead with fright
Baird is sketching in the book
While Jim McIntyre bakes and cooks.

24th [July]

Lat. 37 South Longt. 19 deg. east round the cape today, wind E.N.E. in the morning, but periodically freshened and veered strong in the evening to the North. Before 11 o'clock it came on a perfect gale. Saw no vessels today.

25th [July]

Awakened about two o'clock by hearing the most heart rending cries that ever proceeded from the mouth of man. All the passengers were thrown into the greatest consternation possible by it. Some thought at first the ship had taken fire, others thought that a great many of the crew had gone over board but could not arrive at the proper conclusion until we heard the Captain crying out to us to send up for God's sake what light we had. The cause of the cries were ascertained. About two o'clock the Captain ordered a number of the crew to go up and furl the mizzen course, the wind having risen to a perfect gale right after us. In compliance with this order a number of them sprang up but were not long on the cross jack yard, as it is called, when with the press of sail, the number of men on it, and the violence of the gale, the yard broke in two right in the centre, precipitating some of them off. Some of them fortunately when thrown off caught some rope in their fall and consequently escaped uninjured. One of the sailors, a young Englishman, of the name of David after being jammed managed to slide to the deck. One of his legs so much injured that for the remainder of the passage he will be useless while the only one that lost his life was jammed helplessly between the mast and one of the pieces of the yard. This young man, a native of Yarmouth, in England, when he got up to the yard had taken his station about the centre of the yard; one of his feet supported in an iron grating that comes down from the cross trees by the mast. He had taken this position to support him while pulling up the sail. When the yard broke the end of the yard came with a fatal force right against his thigh and then swung back again coming with double force against it hence proceeded the most lamentable cries that ever was heard from this unfortunate seaman. No efforts on his own part poor fellow could extricate the now crushed

leg out of the grating. The officers and seamen were in the greatest consternation, the darkness of the morning and the position of the young unfortunate left them for a few minutes stupid, the captain giving orders which the men did not in their horror and excitement understand. All this time our ears were assailed with the cries at intervals, or while the yard swung back. The poor man was silent but when it came back with renewed force then was heard above the sound of the wind his piercing cries; he however was the first to comprehend the best way to manage things. He shouted out to the men on deck to clear up the topsail, this relieving the yard. This after a few minutes was accomplished easing the broken pieces considerably then a brace was attached to the outer end of the piece that jammed him and hauled aft by all the men at once freeing the wretched man who was carried in the mate's arms down the rigging and sent to the cabin his thigh bone having come out through his canvas trousers, and his clothes all covered with blood and gore. Nothing could be done until daylight. The unfortunate man in the interval almost bled to death. About eight o'clock he was carried by his mess mates down to the hospital and shortly afterwards the doctor went down, accompanied by a few of the passengers, and proceeded at once to amputate the limb. Chloroform was applied but did not take effect on him, the amputating operation was speedily begun and in a short time the limb was off, and with it the life of the unfortunate sailor. His last words were 'Oh my mother' and 'I wish I could pray'. Shortly afterwards his body was enclosed in canvas with pieces of iron attached to sink the body. At five o'clock in the evening, he was brought on deck on a plank with a flag covering it. In a few minutes the funeral service was over, and the body was thrown gently over, and sunk like a piece of stone. The deceased left cash in his chest to the amount of five sovereigns which with the wages due will amount to about eleven pounds; that to be remitted [sic] to his father as soon as possible. This fatal accident has thrown a gloom over us all. No other injuries resulted from this accident. The broken yard was taken down after a good deal of trouble today.

26th [July] Lat 39 South longt 29 Deg East. The Carpenter busily engaged today in splicing the broken yard, and making a splice of the the broken piece of the jib boom that carried away some weeks ago. The sailor David is in a fever today but hopes are entertained that he will recover. The hair of his head was shaved off. At present every attention and care is bestowed on him.

27th [July]

Had no observation today. The repairs of the yard going on rapidly. A strong breeze sprang up towards the evening which gradually increased to a gale. The ship after a deal of trouble put under double reefed top sails. Heavy squalls coming on. Saw no vessels today. Caught a Cape pigeon today and we are to keep him alive if possible. The weather continues very cold.

28th [July]

Lat. 39 15 South, Longt. 32 deg[rees] East. A dead calm with a heavy sea today after the gale of last night. Caught or rather harpooned a somewhat large porpoise yesterday morning by the Cook which was speedily cut up and some of it eaten by the passengers. Observed something today floating in the water supposed to be the body of a Seaman but from the position the ship was in, and the heavy sea running, none of our boats could be lowered with any safety. A postponement of the 'Life in the Kidston' is announced today. Reasons assigned; the death of the sailor on Sunday. But will come out on Monday with a few additional pages, and will be continued every Monday during the passage. The other Seaman that was hurt continues in a very precarious state yet, but hopes are entertained that he will soon recover. A large piece of the flesh of the calf of his leg was cut yesterday. A number of pigeons caught today, great numbers of them about our ship every day since we came near the Cape and still continue following us. Saw no vessels today. Another of the Seamen laid up today. Did not hear exactly his complaint. Our crew greatly thinned now. The rest of the sailors quite disgusted and tired of the Kidston being kept at work incessantly

in repairing and replacing some of the ropes and rigging, the whole of them determined to leave her at P[or]t Philip.

29th [July]

Lat. 40 10 Longt. 35 deg[ree]. Wind on our beam carried away the large [?] of iron that goes round the topmast and connects it with the fore topsail yard. The sailors employed in fixing a new one made of rope and in bringing down the fore royal yard, the topmast having sprung. Scarcely a day passes without something giving way aloft. The mizen yard in fair state of completion today, and will be hung up immediately. The wind increased to almost a perfect gale in the evening. All the sails were almost taken in and secured. Lightning in great abundance. Never saw such bright and vivid flashes. The whole deck fore and aft being perfectly illuminated, and every object discernable. Loud thunder and tremendous torrents of rain followed and the wind about nine o'clock moderated a good deal; the Seamen as not as much; spirits served out to them always in bad weather.

30th [July]

Could not obtain the lat[itude] or long[itude] today. Sailing right before the wind with every stitch of canvas set and going along at a quick rate broke a studying sail boom this morning, so that not a day passes without meeting with some accident. In a few weeks hence, if damages are as frequent as now, the Kidston will become proverbial for carrying away her tackle. One of the seamen whose complaint I did not know a few days ago is yet unfit for duty. His complaint: a rupture, or erupting of the gut. The crew much weakened in consequence of the want of these sailors now that the above man and the young man that died and his companion are off duty. Much bustle on board in the evening about getting the cross jack yard up again. The Carpenter not over sanguine about the strength of it, but was replaced without an accident of any kind. Saw no vessels of any kind today. We are still followed by large numbers of Cape pigeons.

31st [July]

Did not obtain our lat[itude] or long[itude] today either. Blowing a very stiff breeze after us. No accident of any kind happened today which considering the frequency of damages on board of this ship (and almost of daily occurrence) is rather wonderfull [sic]. Engaged all day in crowding on canvas, every available bit of sail put on. The weather is exceedingly cold and disagreeable accompanied by heavy showers of sleety rain. Saw no ships of any kind today, but we are followed yet by great numbers of birds. Great preparations made today in arranging materials for Monday's 'Life in the Kidston' which promises to come off with greater Eclat than formerly. No sickness of any importance has yet come among any of the passengers. All with scarcely any exception are healthy and under present circumstances in good spirits, the captain indefatigable in getting the ship to make a speedy passage.

August 1st & 2nd

Disastrous days to the Kidston, as she appeared on the morning of the 2nd a comparative wreck with the loss of the main topsail yard, main topsail, fore topsail, fore course, fore home studying sail yard and part of the main sail. The sequel will show how these accidents happened.

During the whole day of the 1st we were going on at a splendid rate blowing a strong breeze from the North West, and right after us with every sail set, studying sails low and aloft when towards evening the wind freshened considerably with heavy and threatening squalls but yet through some unaccountable infatuation of the captain's, no sails were taken in. About eight o'clock however, all the light sails were taken in but the top sails and lower courses were left untouched. By this time the wind had assumed a wild aspect, but no word of reefing topsails. Between twelve and one o'clock on the morning of the 2nd the main topsail yard snapped or broke in two, with a

loud crash tearing along with it the sail. The sailors were instantly set about clearing the wreck of the yard and in a few minutes afterwards the forecourse went in ribbons. By this time the wind had risen to a regular storm. With the foresail went the studying sail yard and not long afterwards the fore topsail went also. The men were ordered up immediately to secure the rags of the sail but owing to the insufficiency of the yard they positively refused to go. The Captain then with the Chief Mate sprang up the rigging exclaiming to the Mate come on Mr Meiklejohn let us show these fellows a good example. We have done it once before and will do it now. Sealing the action to the word he sprang up followed of course by the officer, but had only proceeded a few steps up when a seaman of the name of George Walters (or Waters), the same man who was put in irons some weeks ago, said something to the Captain which made him come down and strike the seaman. The sailor retaliated and matters were assuming a threatening aspect when the Mate interfered and separated them, with a threat from the Captain that he would put him in irons. Whether he will be put in irons or not I fancy he will be tried on our arrival in P[or]t Philip. The result cannot be even anticipated. The rest of the sailors however thought better of their duty and followed the Captain, when after a great deal of trouble the yard and rags were secured. Then the ship was under bare poles with a wild sea running. After a world of trouble the rags of the fore course were unbent and a new sail put on. For the rest of the day the vessel was safe. Meanwhile the steerings and second cabin was in the greatest confusion and uproar. Water cans, trunks and provisions in a promiscuous heap, with the pitching of the ship, and some of the passengers in the greatest terror. Much blame attached the Captain for his conduct in carrying on so long when if the sails were secured in proper time, nothing would have given way. Did not obtain any observations today.

Aug 3rd

A somewhat calm day after the storm of the two preceding days. Preparations are being made for repairing the damages made, a new main topsail yard prepared from a spare topmast, which will take a few days to get it finished. Nothing of any importance happened today, except the appearance of the newspaper which created quite a sensation. In one of the columns appeared an article on Barlow, which vexed him very much. Vowing revenge on the Editor and threatening to bring an action against him on our arrival at Melbourne for defamation of character. However the Editor cares very little about his threats. Barlow endeavours to put a stop to the obnoxious paper by appealing in person to the Captain, but unfortunately he obtained no redress, the Captain's power in this case being so limited that he could do nothing. Much amusement caused by Mr Barlow's weakness in minding triflings which do but vex him without making things better.

Poetry

Lines in the 'Life in the Kidston' on the death of the Sailor Sam -

Farewell poor Sam, a long farewell
The storms of life with thee are o'er,
You feel not now the billows swell,
You heed not now the tempest's roar.
You hear no more the stern command,
To reef, to furl, to spread more sail
You move no nimble active hand
To trim the vessel for the gale.
Oft first thou braved the raging storm,
And crossed the bursting flashing brine
Oft, on the ocean billows borne,
To many a far and foreign clime.
But beneath the stormy billows foam

Far down the dark blue briny deep
Thy mangled form lies low and lone,
In long unbroken silent sleep.
Severe and saddening was thy fate
O'er all our hearts it cast a gloom
Yet it thou, undaunted met
And bravely bore thy painful doom
The ocean wanes in ceaseless boom
As o'er thy head the raging swell
The winds which stir thy watery tomb
Sigh mournfully thy funeral knell
Then farewell Sam, a long farewell
The storms of life with thee are o'er
You feel not now the billows swell
You heed not now the tempest's roar.

"Poetry" by the Editor

An irksome home where we abide
One sight alone delights the eye.
The boundless tract of ocean wide,
The swelling sea pass onward by,
The petril on the stormy wave,
Glide safely as the sea doth toss
The pigeon which the storm doth brace
To meet the long wing'd albatross.

And when the stormy winds do blow
And sea and spring come washing over
It warns us to get down below
To play at loo when under cover
But those who wish to stay above
And take the air for health and pleasure
Are forced against their will to move
When on the deck their length they measure.

I saw poor Watson on the deck
And then I saw him slip and fall
And next I saw him on his back
Aloud for help the Capt'n call
Some seas will wet and some will drown
But one came o'er a sudden dash
Soon poor Starvation[?] was thrown down
And wet his pants and black moustache

On Sunday week as all well knows
The sea ran high and wild and grand
When a lone lady drowned her clothes
And took her band box in her hand
She would not stay at sea she said
On such a night she'd go to land

And timid Grieves was in his bed
Unmourned, unconscious and unmanned.

Tin pots and Bonilli cans did fly,
Each time the vessel fell and rose
While we in narrow berths did lie
Up went our heads and then our toes.
It spilled our sugar, spoiled our soup,
Scattered our meal, our rice and flour,
But some will say the purser's look
Will make a bonilli can turn sour.

The storm passed o'er, the sun shone bright
To bring us comfort and relief.
And Grieve got back his appetite
To make an onslaught on the beef,
'Twas well it went by at the time,
Or his weak heart must have been broke.
And Meiklejohn did chew by steam
And scarce had left the ship a smoke.

Then Barlow soon got o'er his fear,
But looked as yellow as a Guinea,
When at the hatch he met his dear,
And cries where are you going Jenny,
You know Barlow I can't stop 'ere
Barlow you must with me with me condole
I'm for the Intermediate dear
And goin' to leave this 'orrid 'ole .
A reformation had begun
In Captain Bonace? of No 10
He quit all cards and sport & fun
And read O' Malley in his den
Temptation he could not resist
A quiet life he never led
And played though seared at Laurie's fist,
Placing the bunk upon his head.

And certainly it is a treat
To see five birds of different feather
A Colonel and Corporal meet
A captain and dog Jim together
To keep the table in turmoil
They have a Major all alive
'Twould be a pity for to spoil
Two houses by the gambling fiive.

Our mastiff Jim is in great glee
He's neither lame nor chicken hearted
But ready for first Monday's spree
And for Insletto? when he's started.

Poor Murdoch has a careworn look
And lives with great economy.
And Cullen's busy at a book
On Science and Astronomy.

And that red fox the lad
At Barlow's screams, a scream worth knowing
That makes old Stewart's terrier mind
And sets the cabin cocks a crowing,
Poor Mr Nisbet has caught cold
He wouldn't take advice when right
But thought he looked quite proud and bold
When walking cap in hand at night.

O Robertson you will be wise
When you can't taste a glass of grog,
When Laurie, crones esteem will prize
And Grieves forgets to take his prog
When Yorkston will not play at loo
When Watson laughs when he's the joke
And when Argyle's duke comes to you
And offers you his pipe to smoke

When Lockie has made friends with Gunn
When Carson can't sup out his ladle,
When Mr Barnes has got a son,
And Mr Barlow rocks the cradle.
When Mr Panker knows the plan,
To force the whiskers on his chin
When Tinker buck's a handsome man,
And Billy Jones a yarn can't spin.

When Henning's jolly nose is short
When Spalding can't forget the cork,
When Intermediate ladies sort
And Saw bones cannot eat his pork,
And when the Kidston ship we prize
and praise the purser and his ration
Then, then brave Robertson you're wise
You have it from the wise starvation.

Intermediates

Laughing, fighting playing, joking,
Eating, sleeping, reading, smoking
Talking, walking for a soaking
Are the intermediates
Keeping footmen for a crown
Takes all our portraits down,
Stylish Lords of great renown,
Mess one the Intermediate.

Specs, and Captains, Earls and Dukes
Planters, Sketches on the books
Tossing Sovereigns, Keeping cooks
Mess one the Intermediate.

Boomers, Jockeys and Shylocks
Mootars, Buttys and black cocks
All the eight a set of blocks
Mess two the Intermediate

Dumfries Davy, Stornoways
Captains Majors and no pay
Jews and Highlanders are they
Mess Two the Intermediate

Always in row or fight,
Playing cards from morn to night
Stopping but to eat a bite
Mess two the intermediate

The greatest players we have a ball,
Always keeps us in a brawl
The devils mess we must them call
Mess three Intermediate

A mess that is to be adored
Never hear an angry word
The quietest that is aboard
Mess three the Intermediate

Keep a dog to reef the sails,
Very useful in the gales
Sometimes a cabin gent assails
Dog Jim the Intermediate

Tinker bucks of awkward gait
Roaring Gunns to rule the state
Mess four the Intermediate

Widows lonely and alone
Millers who of late have shone
Breaking potsticks on Ned Crone
Mess Four the Intermediate

Plunderers of worthy fame,
Tell from whence your Tinware came
Grab Nab & Company by name
Mess Five the intermediate
This concludes our Messes all
Let Major Mootar shout & bawl
And tankerbuck the muster call
For Six the intermediate

And Barlow trembling to Gunn came
And unto him this statement made
Now Mr Gunn I'm not to blame,
You know I'm not the least afraid.
A few there were quite free of care

And unto whom fear is a stranger
But Lockie still ran up the stair,
To look for something that was danger.

Aug 4th

Not a breath of wind stirring today. Preparations are going on rapidly in getting the topsail yard in a state of completion. Will be up tomorrow if a fine day. Saw no vessels of any kind today. Nothing of any interest happened today.

[Aug] 5th

56 East longitude. Employed for a great part of the day in getting up our main topsail yard and bending the sail to it. A nice fresh breeze. Had some amusement this morning with a Mr Watson one of the Cabin passengers who was hissed and hurra'ed by the Steerage passengers as follows. In the morning a hot dispute was between Barlow and another man of the name of Gibson about the editors right of abusing him (Barlow) in his paper and the revenge he, Barlow, would yet have on him, when the above (Mr Watson) overheard the gist of the conversation and immediately applauded Barlows resolution, himself (Watson) smarting under one of the Editors squibs on him. Gibson asked him if he knew the real subject of conversation and on his (Watson) saying he did not exactly, then the hurras and hisses by a number of the passengers who were standing close by and overhearing what passed, it was now his turn to storm and threaten them all, which he did manfully, pale with rage to the great merriment of us all.

[Aug] 6th

Lat 41 12 Longt. 60 45

Going along at a rattling rate today with a stiff breeze and every available stitch of canvas set. The Captain is determined to carry on to the last. No loss of sails or spars daunts him. Some day his temerity will carry masts and all overboard and himself stand a chance of going to the bottom with his vessel and crew.

[Aug] 7th

The Captain could not obtain an observation today in consequence of the cloudiness of the weather. A fresh breeze today blowing right on our quarter. More than one half of our crew disabled and in sick quarters now. The Sailors, or those of them who are able to work, much weakened by constant working.

[Aug] 8th

70 East long[itude] today. A strong breeze on our quarter today going on a rapid. Will be in the same longitude with the Island of St Pauls in a day or two. Will perhaps get a sight of it. Another of the sailors disabled with a rupture or eruption of the gut. Our Crew thinned very much. The sailor David recovering slowly. Will never it is conjectured have the free use of his limb again, a frightfull quantity of the flesh of the calf cut out the bone on the front of the leg for a number of inches. Seen the poor fellow suffering severely with it. Will take a long time to recover if ever. Saw no sails today. Weather very cold and sharp. The Captain more cautious in carrying sail now than usual, the reason obvious, because he has not now a spare spar and will require to take as much care as possible of those he has.

[Aug] 9th

Did not obtain the lat or longt today. Another paper out today which creates more sensation than any that came out yet. After it went the round of all the passengers was raffled and the proceeds in cash was given to the wounded sailor David amounting to upwards thirty shillings. A favourable

wind still and going on at (if anything) increased speed. Did not obtain a sight of St Pauls and New Amsterdam as we expected. We are now some degrees to the north of them. Saw no vessels of any kind yet since a fortnight. The weather continues cold yet and some heavy showers of sleety rain tonight, which brought the breeze down a little.

Song in the 'Life in the Kidston' on the Kidston

Air - Belle of Baltimore

I've been in many a steamer
I've been in many a ship
I've been in many a wherry
On many a fishing trip
I've been a loft in a balloon
In a diving bell below
But never saw a rummy lot
Like the squad in HC Kidston oh

Oh crikey she's a beauty
Spars so stout, crew fit for duty
I never did see timber go
Like the booms and yards of the Kidston oh

The Captain is a go-ahead
And carries lots of sails
He never thinks of reefing
Till he's right into a gale,
Some day he'll to Davy Jones
And knock upon the door
Here's ship and cargo Box & dice,
To throw in your locker or hardware store

Oh crikey she's a beauty
A B. crew all fit for duty
One half get ill when it comes to blow
In the famous ship the Kidston oh

I saw her first in Glasgow
And thought she'd go quite well,
Tho many did not hesitate
To say she'd go to H_ll
We've berths and cargo all engaged
And are going for to go
Says O__ the claptrap agent of
The mantrap ship the Kidston oh.

Oh crikey it was folly
To go to sea with a crew so jolly
We need an extra watch you know
The bonilli watch of the Kidston oh

But we'll write the Gazette a letter
Won't loyal pate insert it?
With the hundred and ninety signatures
Won't Glasgow be diverted
We'll tell intending immigrants
The tricks of B & O
And squash all chance of a vote of thanks
To the captain of the Kidston oh

Oh crikey crew unruly
Rotten tripe and stinking bonilli
Splitting sails and Sailing Slow
The famous ship the Kidston oh.

[Aug.] 10th

Lat. 43 odds longt. 80 East

Wind favorable yet, but not so strong as usual. Engaged all this week as Messman for the third and last time. Will be near our voyage in about fourteen days if the wind favours us as it does now. Had an excellent run for the last fortnight averaging about two hundred miles per day during that time. Does not carry away anything spars for more than a week, which is rather singular in the Kidston, considering how prevalent accidents of this kind was previously almost of daily occurrence. No addition made to our already weakened crew preparing the ship to go into port. Making fenders, washing and scrubbing everything, putting the boat in of immediate service and varnishing the stanchions etc. etc. Saw no vessels of any description today.

[Aug] 11th and 12th

On Longt. 85 deg on the 11th with a fresh breeze which gradually increased at night to a perfect Gale. Every sail was speedily taken in except our three topsails close reefed. Meantime the sky presented a thick disagreeable appearance about one o'clock in the morning of the 12th. It blew tremendously with a heavy sea running. Had some Idea of seas mountains high today. Saw some very high ones about perhaps 12 or 15 feet from the trough of the wave to its crest. The Kidston shipped a few of them but all on board in the shape of tins in the greatest disorder, pitching and rolling about from side to side. Had some fears she would pitch her masts overboard from the appearance they presented while the ship was rolling and tossing so much. Nothing however gave way except a studying sail boom which broke with the violence of the winds. Something in connection with the chains of the wheel gave way also with work of the sea on the rudder but fortunately no accidents resulted from it. It was speedily repaired, the vessel very difficult to steer. She requires two men always at the wheel and a number at the relieving tackles to prevent the wheel injuring those at it, which it would do if these tackles were not assisting them. Towards the evening it came on to rain and gradually the wind went down. The Captain congratulated himself on not carrying away any spars or sails. A number of the passengers indisposed today, whether with fear or illness could not say, probably the first. Had some amusement with some of the passengers on deck unacquainted with ships in gales of wind they did not when on deck take that care of themselves or hold on by ropes like those acquainted with scenes similar and consequently when the vessel rolled they lost their balance and fell with the greatest violence on deck rolling to seaward and to windward as often as the ship did.

[Aug.] 13th

92 deg. Longt. A heavy sea running this morning. Everything in a topsey turvey way. Sailors employed in tightening the standing rigging today which the violence of the gale and the rolling of

the vessel made quite loose. Wind blowing in occasional strong breezes from the west with heavy and disagreeable showers and altogether the day is passed by the passengers very disagreeably. Saw no ships today. Weather piercingly cold and uncomfortable today. We are followed yet by great numbers of Cape pigeons and other birds but nothing in the shape of sore throats or cold resulted from the effects of it yet. Confidently expect to land in less than a fortnight now if the wind favours us which considering the good luck we had of late in fair winds we expect there is everything probability of. Everything put in preparation today for a gale which the appearance of the sky and the weather glass indicated by. Fortunately nothing of it appeared.

[Aug.] 14th and 15th

On the 14th in longt. 97 deg. on the 15th on longt. 102. Blowing a strong breeze with strong squalls and heavy showers of rain. Rather threatening appearance always in the sky, but no gales although some of the passengers are preparing their trunks in anticipation of a gale. Much dreaded although the bare mention of a gale is to the major part of the passengers, none of them but would prefer it if in our favour to any of the disagreeable calms which we sometimes have accompanied as they are by such heavy seas putting the ships masts in danger of going overboard from the heavy rolling of the vessel. Preparations are about being made to have our anchor chains brought on deck so as to be in readiness for immediate use in case of any emergency. This shows we in somewhat near proximity to the shore. The passengers in good spirits now at the prospect of soon getting on land after such a long and monotonous stay we had on board. We are exactly now almost, within two days, three months at sea without ever during that time obtaining a sight of land. We look forward with pleasure, not unmixed anxiety to the time that the Kidston brings us to land. Parties on board are being formed for going to the diggings. Some of the passengers are engaged previous to leaving home to gentlemen in the Cabin.

[Aug.] 16th

Did not ascertain our longt. Today. Weather rather stormy and heavy sleety rains. Saw the wound the yard gave David the Sailor and cannot but think that he'll never find it of scarcely any use to him. The poor fellow suffers pains the most excruciating yet especially when the ship rolls much, this causing him to tumble with the motion of the vessel in his bed, consequently moving his maimed leg. The Doctor down very often getting it cleaned and probing it, the operation of probing exceedingly torturing to him.

[Aug.] 17th 18th 19th

Nothing of any importance happened on these days. Was amused on the morning of the 17th with a running match for a bottle of Cognac between two old men, some of the passengers, an Angus Livingston, a sturdy Highlander and John Matthew [?], a Lowlander, the starting point being the Capston at the forecastle and race ending in reaching the Capston near the quarter deck. The wind blew at the time pretty strong with a somewhat heavy sea, so that when they started they would immediately, with the rolling of the ship and the velocity of the run, fall, the one bringing the other down with, the amusement of all the passengers and crew, who were near to split their sides with laughing. After sundry falls and bruises they took each side of the deck, both starting at the same time, and the one who was back first to the starting point was the winner. After everything was arranged the two old men started but owing to a roll the ship gave at the time Livingston who was to leeward lost but refused to pay alleging that he was detained by some of the people. Some of the passengers as a matter of course exclaimed against this, but the old Highlander was inexorable. At length, a young man of the name of Ross said something to him which made him retort in rather a disagreeable way and then the parties came to blows but ended in a few minutes by the parties being separated, both receiving some scratches. The passengers never so much amused.

The weather on the 18th exceedingly cold with heavy showers of hailstones and stormy weather going almost all day with no sail but our three topsails double reefed. The newspaper now I think dropped in consequence of the indisposition of the Editor who is confined for nearly a week with a bad cold caused by lying in a damp berth. Saw no vessels today. Are yet followed by a great many of the Cape pigeons and albatross.

Nothing more of any importance happened on the 19th. In Longt. about 120 East today and 44 30 South. The weather so cold that we can scarcely walk the deck for a few minutes without feeling quite cold. A row in the galley this evening between the cook and one of the Steerage passengers about the Boiling of a pot. After a war of words they dropped it. Preparations are still going on yet for going into port in the shape of washing bulwarks, washing and cleaning everything about the decks, getting the empty casks removed and clearing the decks of almost everything. Expect to be in Port Philip in eight or nine days if the wind blows as it does now. The passengers are all in good spirits at the prospect of landing so soon and getting to the diggings and the gold, many of whom are sanguine enough of reaping a good harvest at them, never thinking of any bad luck and sickness. Saw no vessels today the wind in evening moderated a little.

[Aug.] 20th and 21st

Within a week or five days sail of Pt. Philip and every preparation made or are being made for going into Port. Steering E. and a few points North with a fresh breeze from the West. Nothing of importance going on. Placed in a rather dangerous position on the night of the 20th by the ship (or sails) coming all aback by the carelessness of the Helmsman. Fortunately the wind was not strong, or the result would have in all probability been fatal to the ship. At all events the masts would stand no chance of going by the board. For his carelessness the fellow was severely reprimanded but could scarcely be blamed. The fact of his never being in a ship before now should have exempted him from such a place as helmsman but the weakness of the crew who scarcely half the number we had when we left Greenock makes the officers trust the wheel to fellows that under any other circumstances would not be allowed to touch it.

[Aug.] 22nd

Could not obtain our exact lat & longt. today. Every available stitch of canvas up today, a stiff breeze right in our quarter. Nothing of any interest going on now except the formation of a club named the Dysart Club. It began about a fortnight ago and has now about twenty members. Its particular functions I do not know, but has its Grand master, Deputy master, Secretary, clerk, Senior and Junior Wardens etc. The admission of new members celebrated with a supper or a spree or a turn out of some sort. Last night three or four were admitted. After the ceremonies etc. for installing them were over they sat down to a supper in the shape of a large pork pie, enjoying themselves as well as circumstances admit when some wag over hearing part of the mysteries of the Club got a bucket of salt water and threw it in among them to the consternation of the members who were some of them well baptised and to the amusement of a great many of the passengers.

[Aug.] 23rd & 24th

Heard today that our probable distance from P. Philip was about four hundred miles. Weather very calm and fine but cold. A fight on board on the evening of the 24th between the passengers cook and one of the steerage passengers on the ??? forecastle with a rope enclosing them forming a ring but were separated after a few rounds by the mate. The quarrel originating with both parties in the galley about a bucket of water which the cook affirmed was thrown in on a previous night by his opponent while the Dysart Club held a meeting in the Galley. This lead to protestations on the part of the accused of his innocence and ultimately the fight. Another quarrel of a disagreeable nature happened in the steerage where some of the passengers there had through some Cabin

agency managed to get spirits which soon made them tipsy and to fight then ending with Black eye, broken heads etc.

[Aug.] 25th & 26th

Wind light during the early part of the 25th but freshened gradually towards the evening and about one o'clock in the morning of the 26th blew a regular gale. With the wind right against us so our hopes of being in P. Philip this week is blasted. A meeting of the steerage passengers held on the 25th to take into consideration the propriety of giving a vote of thanks to the doctor and our chief mate. After the motion was moved and unanimously seconded two large sheets of papers were drawn out with all the signatures approving of the doctors conduct for his attention and kindness to the passengers and a great many eulogiums on the mates kindness and seamanship etc. etc. The meeting dissolved with three hearty cheers. The votes were during the evening presented to the respective gents with a repetition of the cheers.

Employed all day, on the 26th, in getting up the anchor chains which was accomplished by the Bonilli watch a number of the passengers so called as being those who generally lend a hand to the sailors in twisting up sails etc. An accident happened to one of the ordinary seamen which almost resulted in the losing of one of his fingers. The young man was employed in cutting something with knife and unfortunately cut his finger so bad that fears were entertained of his losing it altogether but hopes are entertained that he will get well without cutting it off. So that our already weak crew has lost during the voyage another hand.

[Aug.] 27th

Latitude 40 15 Longt. 145 but will be in sight of land tomorrow in all probability. Wind strong increasing towards night to a strong gale. Going all night under double reefed topsails and courses, a sharp lookout kept all night for land. A document formed by the Cabin passengers to say how seaworthy and commodious and how the Captain and his officers performed their duty was brought down to the Intermediates for signatures, the majority of whom did affix their names to it but many would not on any account sign it.

[Aug.] 28th

Land in Sight today. We are all in ecstasy about it. Many of course would not believe that we were in Sight of it but in Sight of it we were. Saw Cape Ottway at 10 o'clock and shortly afterwards the lighthouse. Great excitement and bustle on board. Passed a fine Brig this morning bound for Uppertown. Expect to be in Melbourne early tomorrow morning. Towards eight o'clock tonight obtained a sight of the lights at the entrance to Pt. Philip. Spoke a British Brig from Adelaide. Told us of a Mine of Gold discovered there. Tremendous cheers given by the passengers on hearing this. Spirits and wine sent the passengers by the Captain tonight. Some of the passengers very drunk, fighting and cursing to no end. Great excitement among us. Not a few is passing our time in thinking of wealth and prospect of it in Australia. Wind light with heavy showers.

[Aug.] 29th

Brought to an anchor about two o'clock today off the lighthouse and cannot get up to Melbourne untill we get a pilot, all the pilots being up at Melbourne, eight of whome have ran to the diggins. Spoke a Clipper Schooner today outside the heads who had just left Melbourne in search of the City of Melbourne Screw Steamer, from Adelaide, supposed to be lost or wrecked in the recent gales they had off the coast. Got some Australian papers with flattering accounts of the state of the diggins. Vessels coming in constantly loaded with immigrants.

[Aug.] 30th

Still at anchor and no pilot. Passengers and crew in a state of great excitement to get up to Melbourne. Meantime the strictest watch kept on the sailors to prevent their escaping from the ship. Officers under arms so that in case any attempt is made they will prevent it by proceeding to extreme measures. Weather exceedingly cold and rain. But the wind right after us. Great fears entertained about the safety of the Steamer Australia who left Europe early in June and whose arrival was expected some weeks ago. The probability is that she has met with accidents or went down in the gale of Cape of Good Hope.

[Aug.] 31st

At anchor yet and no prospect of a pilot. A great sensation created on board by six of our sailors cutting away the gig and making for land and thereafter the diggins. Chase was immediately given by the mate in the life boat but after running after them for hours lost sight of them and the boat had to come back. A great row on board today caused by complaints made to the Captain for getting their meals too early. After this was settled the Captain and the Doctor had some high words which had assumed a threatening aspect the Doctor calling the Capt'n. liar etc. etc. A great many immigrant pouring in every hour here. Weather continues wet and cold. Nothing more of any importance happened today. - took 113 days [pencil inscription in a different hand – added later?]

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[Journal ends]

Inscription inside back cover (in rubbed out pencil):

Rodk. Morrison

??????

Stornoway

May 14 1879