

PART 2

Sergeant W.K. CUNNINGHAM, Royal Marines
HMS TERROR.

Memorandum Book¹

15th June 1839 Embarked with 1 Cpl & 5 Privates onboard H.M.Ship Terror and Hulk² onboard the "Tartar". On the

27th The Ship came out of Dock was masted and hauled alongside the Hulk, on 28th commenced fitting. From the 15th of June to the 9th of September was employed in fitting Ship and dropped down to Gillingham where we remained until the forenoon of the 25th of September when we were paid Advance Wages³ and Sailed in Company with the Erebus and brought up the Same Evening close to the Bouy of the Mouse. On the 26th got under weigh and made Panson⁴ Hole. On the Morning of the 27th got under weigh about 10 AM and brought up off Margate⁵ the same night. On the Morning of the 28th got under weigh and Anchored closer in Shore.

[2]Sunday 29th Sighted Anchor.

Monday 30th 2 p^t 6 PM - Weighed anchor and Stood through the Downs Erebus in Company; sent the Pilot on Shore at Deal⁶.

Tuesday Oct 1st Wind fair Erebus in company.

Wednesday 2nd Land Wind.

Thursday 3rd Off the Isle of Wight.

Friday 4th Off Start Point⁷ in Standing in with a fresh Breeze the wind headed us to near the Shore Tacked Ship with head Sea. 8 PM. parted comp^y with Erebus. The wind freshened to gale with heavy rain.

Saturday 5th Strong head Sea; Saw nothing of the Erebus 8 AM Wore Ship and Stood in for the Shore.

Sunday 6th Fine.

Monday 7th Squally in the Morning Watch Struck 2 porpoises these fish. Cleaned & fryed make a [3] very palatable meal.

Tuesday 8th Unbent Cables⁸.

Wednesday 9th Calm.

Thursday 10th The wind freshened by degrees to almost a gale the Ship laboured & pitched very heavily.

¹ Sergeant Cunningham's Memorandum Book starts with the following notes, which do not form part of the narrative.

Tho^s Farr run from Ship on The night of the 14th Sep^r 1840-

W^m Beautyman run from Dock Yard on the Afternoon of The 15th of September 1840.

23rd Sept- left cocoa & Sugar behind.

7th Octr- ¹⁸⁴⁰ W^m Beautyman & Tho^s Farr brought onboard in custody of civil Provost - 1st Nov^r Farr forgiven

'16th Oct- W^m Beautyman Swim onshore.'

² HMS *Tartar* (42) is shown in the *Navy List*, Dec, 1839, as being at Woolwich.

³ Ross, *Voyage*, I, p. 2. 'On the morning of the 25th Captain Superintendent Clavell and the pay clerks came on board, and paid the crews three months' advance, in addition to the wages then due to them...'

⁴ Probably Pan Sand Hole, 51°27.5'N, 1°10.5'E.

⁵ Latitude 51°23'N, Longitude 1°23'E.

⁶ Latitude 51°13'N, Longitude 1°24'E.

⁷ Latitude 50°18'N, Longitude 4°01'W.

⁸ The cables were detached from the anchor and stowed below during a sea passage and the anchor was hauled in as tight as possible to the ship's side and cat-head. On approaching land the cables would be brought up and secured to the anchor again, ready for letting go.

Struck Royal Mast & Yard furled Mainsail & Main top Sail and Set Storm Stay Sails. In getting in the flying Boom three Seamen viz W^m Smith W^m Abernethy and Henry Barnes nearly lost thier lives in consequence of the violent manner in which she pitched. She actualy pitched flying Boom men and all completely under water.

Friday 11th Fresh Breezes & Squally with heavy Rain the wind NW Steering SW.

12th Saturday 6 AM made Cape S^t Vincent¹ coast of Spain the Ship made a great deal of Lee Way. Tacked & Stood to the eastward.

13th Sunday Fresh Breezes with Rain.

[4] 14th Monday Fresh Breezes with rain. 8 AM heavy Squall with rain taken aback.

15th Tuesday Light Wind from E.N.E. Made Sail heavy Swell.

16th Wednesday Light Wind, and fine 3 PM Saw a two Deck Ship Supposed to be the Talavera² from the Mediterranean.

17th Thursday Very fine.

18th Friday Head wind freshened to a gale with heavy rain 8 PM. Calm with Lightening & heavy rain.

19th Saturday Heavy gale from N.E.

20th Sunday Fair Wind; fresh breezes rolling very heavy.

21st Monday Fine; Wind fair.

22nd Tuesday Fine; Wind fair; bent cables. 7 P.M. There appeared to the North West a deep crimson SKy, such as I never before Seen. The weather appeared every way Settled. It was Supposed to be a display of the Northern Lights.

[5] 23rd Wednesday Weather fine. At 6 AM made the rock of Porto Santo a barren rock near Madiera one of the Madieras.

24th Thursday Fine; 8 AM Anchored in funchal Roads Madeira³. Found the Erebus at Anchor - and all onboard Well. The Town of Madeira lies in a Small Bay on the Side of a Hill, backed by lofty Mountains and has the appearance of a very healthy and fruitful Island. It abounds with fruit of descriptions. Grapes and oranges particulary.

25th & 26th Fine & hot.

27th Sunday Fine & very hot - Several of the Erebus's Ships Comp^y came on board to see ther acquaintances.

28th Monday Hot, but pleasant.

29th Tuesday Hot. Caught Several fish. Salutes fired from the Battery on Shore the Queens Consorts⁴ Birth Day.

30th Wednesday Fresh breezes with rain.

[6] 31st Thursday Fresh breezes with heavy rain. At 1 PM. Weighed anchor with Erebus and Steered S.b W.

Friday Nov^r 1st Fresh breezes & hazy. The Erebus in Comp^y. 1 PM. Sounded and brought Water up in 300 & 60 fathoms to try its temperature⁵.

2nd Saturday Fresh breezes & hazy. ½ 6 AM Saw the peak of Teneriffe⁶ 40 Miles distant.

¹ Latitude 37°01'N, Longitude 9°00'W.

² Captain William B. Mends. *Navy List*, 1839. HMS *Thunderer* was renamed *Talavera* 23.7.1817: 74 gun 3rd rate, burnt by accident at Plymouth 27.9.1840. Colledge, *Ships*.

³ Latitude 32°38'N, Longitude 16°54'W.

⁴ Francis Albert Augustus Charles Emmanuel of Saxe-Coburg and Gotha (1819–61), the second son of Ernest I, Duke of Saxe-Coburg and Louise, heiress of Augustus, Duke of Saxe-Gotha-Altenburg. He first met Princess Victoria in 1836 and when they were married on 20 February 1840 (after she came to the throne), he became Prince Consort of England.

⁵ Ross carried six maximum-minimum unprotected thermometers for measuring the sea water temperature. The pressure of water at depth compresses the thermometer forcing the mercury up so that no temperature of less than 39.5EF was recorded. Rice, *British Oceanographic*, p. 66.

⁶ Pico del Teide, Latitude 28°16'N, Longitude 16°38'W, 3717m high.

3rd Sunday Light Winds & Variable. Laid too of the Town of Santa Cruze¹ on the Island of Teneriffe. The Town lyes about WbN. Bomb Boats came alongside with fruit Eggs & Bread and fresh Beef.

4th Monday Light Winds and hot, laying off Santa Cruze. 9 AM hoisted in one live cow. ½ past 5 Made Sail bid farewell to Teneriffe. Erebus in Comp^y.

5th Tuesday Light Winds & fair very hot.

6th Wednesday Light Winds fair.

7th Thursday Light Winds & fair. A boat came from Erebus for a man [7] to Kill a Bullock.

8th Friday Light Winds & fair. 9 AM a Boat came Erebus with fresh Beef 1 PM. Sounded and brought up Water at 400 fathoms.

9th Saturday Light & fair 6 PM Killed the Cow.

10th Sunday Fine. Wind fair lowered a boat & sent fresh Beef to the Erebus. Struck 2 porpoises Lost 1 in endeavouring to get it in. Am happy to say Divine Service was performed for the first time; it gave me pleasure to our little Group sitting on Capstan Bars & Buckets on the Quarter Deck listening to our good Captain reading the Word of God².

11th Monday Fine, Wind fair.

12th Tuesday Fine, Wind fair. Saw Land to the S-W ½ p^t 9 hauled up burned two blue lights a Signal to Erebus.

13th Wednesday Fine Wind fair. 6 AM. Saw Land ahead. A great Quantity of fish round the Ship. Closed in with the Island of St Iago³. Calm with Cats Paws [8].

14th Thursday Light winds, 8 AM. fresh breeze a head. ½ 12 PM anchored at St Iago: Set up Rigging.

15th Friday Fine Weather; people employed fitting Ship.

16th Saturday Weather fine.

The Island of St Iago is built on a level piece of Ground Some distance above the Sea, and has a very Wild appearance from the anchorage.

The houses or rather huts are low & build of Stone (crammed one upon another). Ground for the floor, thatched with Cocoa Nut Straws or leaves. Most of the houses have but one floor and no Windows and being built E & W to gain the advantage of the Sun which throws its Scorching rays on the Dry & Sandy Soil and burns every thing up that near them and also to derive the advantage of fresh breezes throughout the Day which blows in one direction from Sun rise till Sun Set.

The Inhabitants are mostly colored [9] and are or have been Slaves. There is British and American Consul: there is but few Oxen and they are not in the best of Condition. There is quantity of Goats, Pigs & fowls. Turkeys especially are in abundance. Good Wine one shilling p^r Bottle Porter two shillings. Bread is very scarce, Oranges 120 for a Shilling Cocoa Nuts are not worth notice. Panarnos & Plantains there are plenty also crusad Root which a Substitute for Potatoes.

17th Sunday Fine but very hot, Thermometer being at 90. Several of the Erebus's crew came onboard.

18th Monday Fine very hot.

19th Tuesday Fine very hot. Capⁿ Ross came onboard and had the Ship Swung⁴, to try the variation of the Compass⁵.

20th Wednesday Weighed Anchor at ½ 8 AM Erebus in comp^y. [10] Made Sail with a fresh trade Wind for the Rock of⁶

¹ Latitude 28°29'N, Longitude 16°14'W.

² Crozier's family had been Presbyterian, but had joined the Church of Ireland in the 1790s as a result of the emergence of the Society of United Irishmen, a revolutionary organisation aimed at the overthrow of British rule in Ireland. Smith, *Captain Francis Crozier*, pp. 9–10.

³ Latitude 15°05'N, Longitude 23°38'W.

⁴ See Appendix 10.

⁵ The ships had been swung in Margate Road before sailing. Ross *Voyage*, I. p. 2. See Appendix 10.

⁶ Left blank in original. St Paul: see below.

21st Thursday Fine. Several flying [fish] flew onboard.
 22nd Friday Fine.
 23rd Saturday Fine. Lowered the cutter down and got fresh Beef. Saw a Small Whale.
 24th Sunday Lost The Trade Wind after carrying it 33 Days: Squall with rain.
 25th Monday Light Wind with light Squals of Rain.
 26th Tuesday Rain. In the variables: The clouds very low and continued rain.
 27th Wednesday Continual rain and calm.
 28th Thursday Light air with heavy rain.
 29th Friday Fresh Breeze from the N.E. and clear SKy: the rain ceased and gave us chance to get our clothes Dry what was much Wanted.
 Saturday 30th Fine N-Easterly Wind.

December 1839

[11]1st Sunday 7 AM saw the Rocks of S^t Pauls¹ on the larboard Bow; hauled to the Wind and worked towards them. Divine Service.

2nd Monday Fine. Being to windward of the Rocks bore down to Leeward. The Capⁿ and Several of the Officers went onshore to take thier necessary observations, and returned at Dusk with Several Specimens of the Island Rocks; also a number of Birds of various descriptions but Particularly Boobies. There also appears to be a great quantity of Fish. The Boats Crew brought a great many onboard with them & amongst the rest a young Shark.

S^t Pauls Rocks lies about 50 miles to the Northward of the Equinoctial Line and is about one mile in circumference. The Rocks are not very high and is supposed to be the effects of volcanic eruptions. [12] Immediately on the Captain coming onboard made Sail for the Island of Trinidad in the Southern Ocean, steering S.W.^b.S. close hauled on the Larboard Tack. At 8 PM being near the Equinoctial Line, Neptune Sent his Secretary onboard to enquire who we were and where from also to remind us we were within the limits of his dominions, and that he would wait upon us the next morning at 9 °Clock, to Shave and initiate the "Greenhorns" after which he went away in his firey Chariot.

3rd Tuesday Fine. At 9 AM Neptune and his diabolical looking confederates made thier appearance and immediately commenced Shaving.

I had the good fortune to be the third that was called (and I had taken the precaution to have no thing on that could be spoiled. Which I Knowd they would, having had a former experiment crossing the Tropic of Cancer). I no sooner made my appearance [13] than I was seised by two of Neptunes Constables and escorted to the Scene of Action. The Barbers Clerk instantly placed a plaster of Grease & filth across my Eyes and face and a wet Swab across my Shoulder. I was Sat down on the Barbers chair and underwent the process of Shaving by being lathered with a paint Brush - and Lather composed of all manner of Nuisance that could be collected in a Ship (not excepting Soil). The fire Engine was playing on the back of my neck the whole time with its utmost force. After being well scraped with a piece of an Iron hoop I was tumbled backwards into a Sailfull of water which was placed on purpose and had a good Sousing handled by two Bears, after which I have the pleasure of Seeing nearly 30 others go through a Similar process. The Shaving closed at ½ past 10 AM and everything went off well: [14] washed Decks, up wet clothes. At 12 °C^k Spliced the Main brace. After Dinner turned the hands up to dance & Skylark²: at 8 PM

¹ São Pedro e São Paulo, Latitude 00°56'N, Longitude 29°20'W.

² The term dance and skylark means to make merry. See also Glossary SKYLARK.

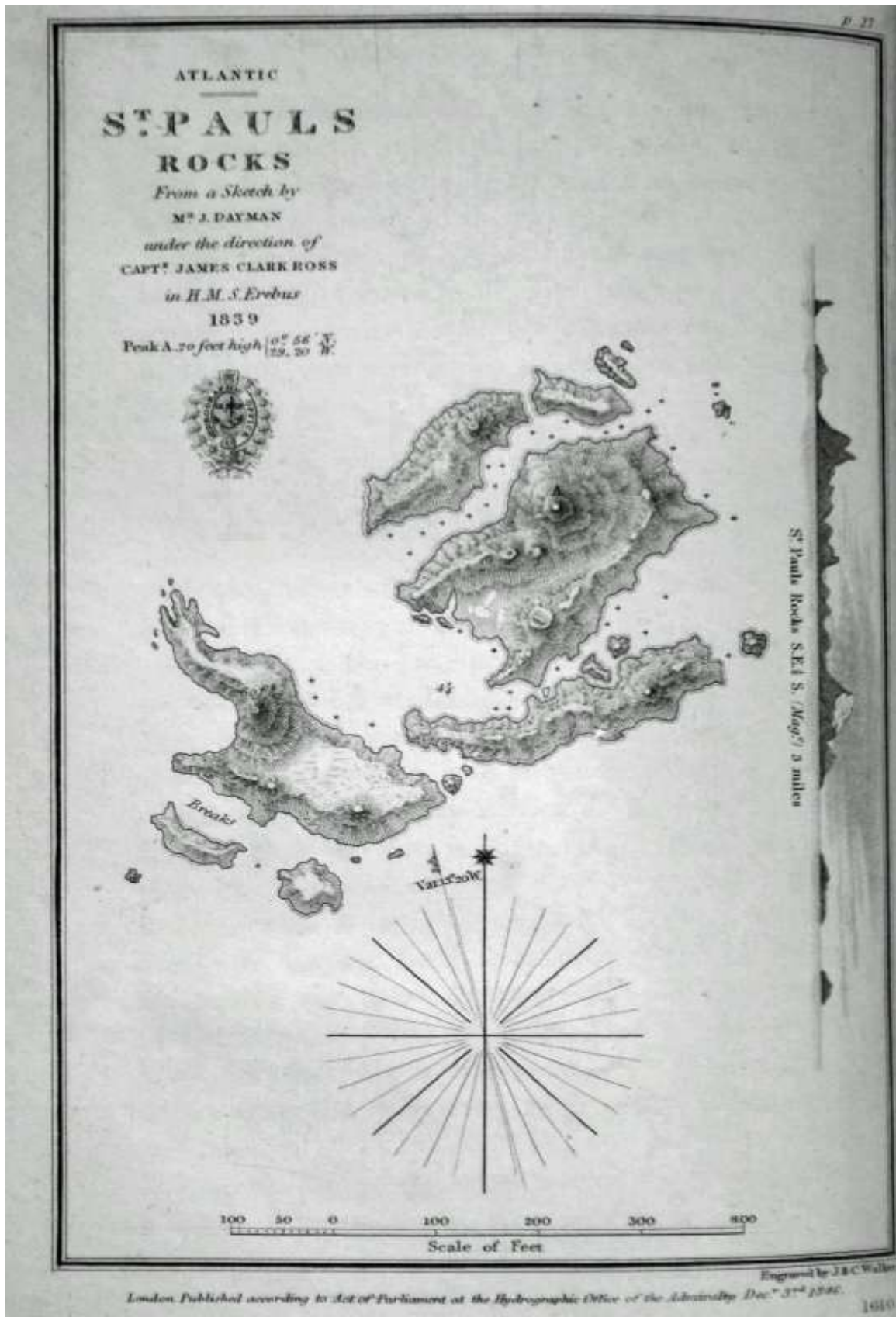


Fig. 8. Chart of St. Pauls Rocks, from Ross, *Voyage*, I. f.p. 17.

Saw the firey Car leaving the Erebus which passed close under our Stern and then sank to blaze no more.
At 10 PM crossed the Equinoctial Line.

4th Wednesday Fine. Saw the Erebus 's Shaving.

5th Thursday Fine.

6th Friday Fine. Fresh Beef from Erebus.

7th Saturday Fine.

8th Sunday Fine. Divine Service.

9th Monday Fine. Seen a N^o of fish.

10th Tuesday Fresh Breezes.

11th Wednesday Fine.

12th Thursday Fresh Breezes.

13th Friday Light Squalls with rain.

14th Saturday Fresh Breezes.

15th Sunday L^t Squalls with Rain. Divine Service.

16th Monday Fresh Breezes.

17th Tuesday ½ 3 AM Saw the [15] Island of Trinidad¹. At 8. A.M the Captain and other Officers went on Shore, to make what observations was thought necessary², and returned to the Ship in the Afternoon bringing with them a few Specimens of the Rocks. This island is uninhabited and presents a very romantic appearance, it looks exactly as if it was thrown up out of the Sea by piecemeal: there is one portion of it Stands perpendicular and not unlike a Monument³. The Island is Barren and appears of very rotten Substance. ½ past 7 PM made Sail for S^t Helena.

18th Wednesday Fine.

19th Thursday Light Squalls with Rain.

20th Friday The Sea right over our heads.

21st Saturday Light Squalls.

22nd Sunday Put the Ship about. Divine Service. At 2 PM 26-52 South 26-10W.

[16]23rd Monday Fine.

24th Tuesday Fine.

25th Wednesday Fine. Christmas Day we had preserved Meat⁴ & vegetables issued extra: Spliced the Main brace. The Captain had all the officers to Dine with him and every thing went very pleasantly Considering a Ship at Sea. I forgot to mention Divine Service.

26th Thursday Very fine & hot.

27th Tuesday Fine.

28th Saturday Fine Light Breezes. On the afternoon of this Day there was a vast quantity of Dolphins around the Ship, but they were too wary to be caught.

29th Sunday Light breezes and Squally. Divine Service. Making little progress.

30th Monday Weather fine Still making little or no progress.

31st Tuesday The Last day of [17] 1839: New Years Eve, the Day throughout was particularly fine.

¹ Ilha da Trindade, Latitude 20°30'S, Longitude 29°20'W.

² The magnetic observations were utterly valueless. The dipping needle placed just sufficiently far apart so as not to influence each other were 3° different and the variation observations were equally unsatisfactory caused by the local disturbing magnetic influence due to the volcanic nature of the islands. Ross *Voyage*, I. pp. 22–3.

³ Ross *Voyage*, I. p. 23. '... the Nine Pin Rock, at the north-western part of the island. This latter projected to the height of eight hundred and fifty feet, almost perpendicularly from the sea, in the form of a beautifully proportioned column...'

⁴ See Appendix 4. Chiefly furnished by John Gillon and Co., preserved according to Donkin's invention. Ross, *Voyage*, I, p. xix. Donkin, Hall and Gamble, had been supplying the Navy with preserved meat since trials of their method of preservation were carried out in 1813. They had been used by Ross, 1818 and Parry, 1818 and 1819–20 in the Arctic, both of whom reported favourably on them. Parry states 'The ships were completely furnished with provisions and stores for a period of two years; in addition to which, a large supply of fresh meats and soups, preserved in tin cases, by Messrs. Donkin and Gamble ... was put on board.' James Clark Ross served as a Midshipman on both these expeditions. Parry, *Journal*. p. iv, and Laing, 'The Introduction of canned food into the Royal Navy 1811–52, *Mariners Mirror*, 50, 1964, pp. 146–8.

Kept the 1st watch: at 12 PM the Captain Sent for the Boatswain and told him to pipe all hands to "Splice the "Main Brace", and I must say I never saw a body of men turn out so smartly before every Man was "atauto" in less than two minutes. The fiddler struck up "Rule Britannia" and Dancing and conviviality lasted till two o'Clock in the morning, when all finished with three hearty Cheers.

January the First 1840

This Morning ushers in a new year - and if we are to go by the appearance of the Morning "Omens" a happy one. We spent a very comfortable Day had double allowance of beef Roast and and grog.

[18]Thursday 2nd Weather fine but calm.

Thursday 3rd BeCALMED: hove too lowered the Gig. Captain went onboard The Erebus. Sounded with 2300 fathoms of Spun Yarns¹; got Soundings. Captain Ross came onboard and Dined.

Saturday 4th Laying her course for S^t Helena weather very Squally with rain.

Sunday 5th Old Christmas Day². Morning Fine. Divine Service. Slight Squals with Rain towards Evening.

Monday 6th Fresh Breezes Laying her course. Sounded with 780 - fathoms of Whale Line.



Fig. 9. Deep Sounding, from Ross, *Voyage*, II, f.p. 354.

Tuesday 7th Fresh Breezes & Squally - XXXVI - J-J³.

¹ See Appendix 8.

² According to the Julian calendar. The Gregorian calendar (instituted by papal bull *Inter gravissimas...*, dated 24 February, 1582) had been introduced by Act of Parliament in 1752 (24 Geo. II, ch 23), and as a result 2 September 1752 was followed by 14 September with the year 1752 beginning on 1 January instead of 25 March.

³ The meaning of this is not clear.

Wednesday 8th Fresh Breezes and Squally, light Rain.
 Thursday 9th Fresh Breezes & [19] Squally, air rather Cool.
 Friday 10th Fine fresh breezes, laying her course, Erebus in Company. Sounded with 900 hundred fathoms Whale Line.
 Saturday 11th Morning fine. fresh breezes, but not fair; Tacked Ship.
 Sunday 12th Weather fine but Wind unfavourable. Divine Service.
 Monday 13th Fresh breezes & Squally but unfavourable.
 Tuesday 14th Fresh breezes and Squally.
 Wednesday 15th Fresh breezes and heavy Squalls: closed hauled.
 16th Thursday Fresh breezes closed hauled: Erebus in [20] Company.
 17th Friday Fresh breezes beating: Erebus in Comp^y.
 18th Saturday - D^o - D^o -
 19th Sunday Heavy Squalls with light rain in consequence of which there was no Divine Service. Still beating and making little progress to Windward.
 20th Monday Fresh breezes & squally: beating.
 21st Tuesday Light breezes: beating. Erebus in Company.
 22nd Wednesday Light breezes. Hove too, Capⁿ went onboard Erebus and Dined, returned at 12 PM. Made Sail.
 23rd Thursday Light breezes: beating. A Boat came from Erebus with 2nd. Lieut to Survey Bread, which was condemned & committed to the deep - 4000.
 24th Friday Light breezes: Beating, Erebus in comp^y. Saw a very [21] Shark, but he was too wary to be caught, although we tried hard.
 25th Saturday Light breezes and extremely fine: Still beating, Erebus in company. Got out Whale Boats and Secured them.
 26th Sunday Light breezes & fine beating, Erebus in Company. Divine Service. Caught a very fine Bonett which was first fish we had caught for Several weeks.
 27th Monday Light breezes and fine: beating. Erebus in Company. Made a very beneficial alteration on the Lower Deck by cutting down the Sail Bins which gives us a deal more Room and makes it cleaner and cooler.
 28th Tuesday Light breezes with a little rain: beating: Erebus in company. A very large Bird hovering round the Ship all the first Watch after which we Saw no more of him.
 29th Wednesday Very Squally with rain: a good look out [22] for Land, but not Sighted. A great quantity of fish round the Ship also a large Shark which Kept close to the Ship for Some time.
 30th Thursday Squally with rain: beating: Erebus in Company. Looking out for Land. Sighted Land about 6 P.M. but not very distinctly.
 31st Friday Land quite plain ahead at Daybreak. Weather very fine. At 4 P.M. Anchored under the high Land of S^t Helena¹; there was a great many merchant vessels lying at anchor but no men of War.
 By the wild appearance of those apparently barren Rocks I think it is not much to be wondered at that Bounaparte felt a Lowness of Spirits when he first gained Sight of this Iron bound Rock which was ultimately to be his burial place and from which there was not much appearance of being able to maK his [23] Escape.
 1st Feb^y Saturday Watering and fitting Ship.
 2nd Sunday Weather fine: Divine Service. Went onshore in the afternoon found every thing exceedingly dear, people generally Speaking very civil and hospitable. They all complain that the Island is in no respects so well as when the East India Company had it². There appears to be great Monopoly.
 3rd Monday Visited the Tomb of Napoleon; found nothing very interesting about it save that it was the grave of the greatest General the world ever produced without any thing to mark it except a Large flat Stone

¹ St Helena, Latitude 15°57'S, Longitude 5°42'W, was discovered in 1502 by João da Nova on 21 May, the orthodox feast of St Helena the mother of the Emperor Constantine. In 1659 the English East India Company took possession of it and, with the exception of a short period in 1673 when the Dutch occupied the island, it remained under their control until Napoleon's exile in 1815 when the British Government assumed jurisdiction. On Napoleon's death in May 1821 the East India Company took over again until 1834 (when the Company became a managing agency for the British Government of India until its final winding up in 1873) when the British Government again took control of the Island.

² See note above.

without name or Epitaph to Say who Slept beneath. [24] I turned and left it & felt a pang for [him].

4th Tuesday Weather fine with light Showers: painting, Watering and fitting Ship.

5th Wednesday - D^o -

6th Thursday - D^o -

7th Friday - D^o -

8th Saturday In Boats preparing for Sea. Went on Shore in the afternoon and went up Ladder Hill which is Six hundred feet perpendicular and 900 on the plane: you ascend it by a Ladder of 650 Steps, which is the most tiresome piece of pedestrianism for the time I ever experienced. At the Top is an observatory and Barracks for the Artillery and from which there is a most Splendid View: you can see upwards of one hundred Miles [25] to Seaward. Spent the afternoon with Some Artillery Sergeants; came onboard at Sunset.

Sunday 9th Went on Shore at 5 AM on duty¹. Ship under weigh at 8 AM. Came onboard the Erebus and at 11 got a passage to my own Ship in the Offing, both Ships made Sail for the Cape and Stood away with a Stiff Breeze and Larboard Tacks onboard.

10th Monday Stiff Breezes: Standing the same: Erebus in company.

11th Tuesday - D^o - D^o -

12th Wednesday Fresh Breezes and heavy Squalls with Rain: Erebus in company.

13th Thursday Blowing fresh with heavy Squalls, light Rain; rolling heavily.

14th Friday Very fine. At 7 AM Sent a boat to Erebus for fresh Beef after which Squared Yards Set [26] Studding Sails and Stood away in a due Westerly direction with a pleasant breeze: Erebus in company.

15th Saturday Weather fine Standing the same Erebus in Comp^y. Saw a Water Spout in the afternoon, it Lasted only a few minutes, after which there was a Slight Shower of rain and then a calm.

16th Sunday Weather very fine: braced Sharp up Steering SbW: Erebus in company. Light Winds towards Evening: Divine Service: felt rather low spirited - cant account for it.

17th Monday Very hot; becalmed best part of the day. Sent a boat to Erebus: sounded: Captain Ross came onboard and dined remained onboard until 5 bells in the first watch went away in his own Gig. Killed a Bullock in the afternoon and the offal which was thrown overboard attracted a Shark which we caught about 10 PM with a hook & a bait of the Bullocks tripe. He made great resistance on being hauled [27] inboard; he was of the blue specie and measured 9 feet 5 Inches. There was some of the offal inside of him.

18th Tuesday Weather exceedingly fine. Starboard Tacks on board Erebus in company. Disected Mr Jack Shark and I may say every man onboard had a Splendid Blow out of his carcass; his flesh was white as milk and not the least rank.

19th Wednesday Weather extremely fine going free. Lower & Topmast Studdingsails: Steering S&E, Erebus in Company. Eat the last of the Shark for Supper.

20th Thursday Very fine: a rattling breeze, going 7 Knots: Erebus in company.

21st Friday Weather fine: Steering the Same as Yesterday and at the same rate: Erebus in Company.

22nd Saturday Fine: Top gallant breeze, going 7 Knots, Erebus in Company.

23rd Sunday Wind variable with heavy Squalls and continuous Rain very foggy. Spent a very [28] dull Sunday. Saw several Cape Hens²

24th Monday Weather very thick and dirty Squalls and Light Showers, braced Sharp up: Erebus in close company.

25th Tuesday Light breezes and fine: close hauled. Saw an Albitross in the afternoon: Erebus in Company.

¹ Possibly in connection with the desertion of Tilden Taylor, Young Gentleman 's steward who is marked R, for Run, i.e. deserted, in the Muster List, TNA, ADM 38/9162

² See Glossary. Five to eleven species of small to medium albatrosses, or mollymawks, are currently recognised, which can be divided in to two groups. Group A: The Shy (or Tasmanian) albatross, *Thalassarche [cauta] cauta*; White-capped albatross, *Thalassarche [c] stadi*; Salvin's albatross, *Thalassarche [c] salvini*; Chatham albatross, *Thalassarche [c] erenita*; Group B: Black-browed albatross, *Thalassarche [melanophrys] melanophrys*; Campbell albatross, *Thalassarche [m] impavida*; Grey-headed albatross, *Thalassarche chrystostoma*; Buller's albatross *Thalassarche [bulleri] bulleri*; Pacific albatross *Thalassarche [b]*; Atlantic Yellow-nosed albatross, *Thalassarche [chlororhynchos] chlororhynchos*; Indian Yellow-nosed albatross *Thalassarche [c] carteri*. Only the Black-browed and the Great-headed albatrosses breed widely in the Southern oceans. Hadoram Shirihai, *Complete guide to Antarctic Wildlife*, pp. 107-28.

26th Wednesday Fine: the latter part of the Day becalmed. Felt particularly Cheerful - cant account for it.
 27th Thursday Very fine. Light breezes and fair: Studding sails Set once more: "Erebus" in company.
 28th Friday Fore part of the Day very fine. Evening Squally, Light Rain; Shift in wind; barely laying her course. Erebus in company.

29th Saturday Weather fine. Sounded with 400 fathoms Whale line. Saw some Cape Hens.

1st March Sunday Fine light Winds Square yards rolling very heavily: Divine Service. An Albitross hovering round the Ship all the Afternoon. About 6 PM Saw a great quantity of fish supposed to be SKipjacks: they were too wary to be trepanned.

2nd Monday Extremely fine: good breezes: and rather hot.

[29] 3rd Tuesday Fine light. Sent a boat to Erebus: Erebus Boat down sounded with 2500 Fathoms Spun yarns: got Soundings¹: Boat returned.

4th Wednesday Fine: Rattling breeze.

5th Thursday Close hauled: fine Top gallant breeze inclined to be Squally towards night: Erebus in company.

6th Friday Strong breezes with inclination to be Squally: saw several Albitross.

7th Saturday Breeze Strengthened to half a gale Ship Labouring very much: Shipping heavy seas: close reefed Topsails & Reefed Courses: set Storm Staysail carried away chain bobstay.

8th Sunday Weather a little moderated but Still a Strong breeze & heavy Sea running: made sail. Divine Service. In the Evening Reefed Topsail: Ship Close hauled. Sounded with Deep Sea Lead several times got Soundings: Erebus in Comp^y.

I contrasted this Sabbath with one Spent in England - which left a unfavourable impression of the Sea going one.

9th Monday Fine: Stiff breeze: Sighted land at Sunrise but to Leeward of the wished for Port: Tacked Ship Stood off the Land. A great quantity of Cape Pidgeon [30] and some very large Albitross.

10th Tuesday Boisterous: beating off the Land. Land not in Sight: Erebus in company: both ships under Snug Sail Sounding frequently.

11th Wednesday Strong breeze nasty head Sea on: close hauled: beating off the land Erebus in company. I hope we have not taken the Station of the flying Dutchman so famous for having to beat off the Cape till the Day of Judgment. In the first watch came on a very dense fog: fired a great Gun Several times to ascertain the Position of the Erebus - which firing She answered.

12th Thursday Fine: Light breezes close hauled: Standing for the Land: bent cables. Saw a Large vessel in the Evening apparently coming from the Cape Standing the S^t Helena course. She was too Leeward of us.

13th Friday Fine: running along the Land: at 6 PM. becalmed. Caught Several fish at 8 PM breeze Sprung up; braced Sharp up and Stood out to sea.

14th Saturday Fore part of the Day fine but a heavy Sea on: afternoon very rough night also: beating off the Land not gaining an Inch: Shipping very heavy Seas. I think heaviest since we have been at Sea: Erebus at dusk well to windward: night air very chilly.

[31] 15th Sunday Fine: beating off the Cape². At 6 PM passed between the Cape and the Bellows Rock³: braced in and set Studdingsails: took a Pilot onboard & finally Anchored at 11 PM in Simmons Bay⁴ where we expected to have found the Erebus snugly Anchored but was very much disappointed to find that She had not arrived nor could gain any intelligence of her. Mellville⁵ 74 Admiral Elliott⁶ in the Bay.

¹ See Appendix 8.

² Cape of Good Hope, Latitude 34°21'S, Longitude 18°30'E.

³ Latitude 34°19'S, Longitude 18°30'E.

⁴ Latitude 34°12'S, Longitude 18°30'E.

⁵ Captain Hon. Richard S. Dundas.

⁶ Rear Admiral of the Red The Hon. George Elliot (second son of Gilbert, first Earl of Minto), Commander in Chief at the Cape of Good Hope from 25 September 1837. He was transferred to the chief command in the East Indies, 15 February 1840 and sailed for China, as Joint-Plenipotentiary with Captain Charles Elliot, RN. where he superintended the earlier operations of the war

16th Monday weather particularly fine. No intelligence of the Erebus thinks its very Strange, caught a great quantity of fish, Steam Brass Cape Salmon Silver fish SKeight &^c which we partaken heartily of.

17th Tuesday Fine: all in great anxiety about the Erebus which was happily relieved at 8 PM. by her heaving in sight. We sent all our boats and towed her in. She Anchored at 30 m-11 PM. She had been blown off the Land and becalmed all well on board. It was a very dull S^t Patricks Day¹.

18th Wednesday Fresh breezes: commenced Swinging Ship but had to abandon it in consequence of the Wind freshening. In the Evening Shortened in and commenced Swinging Ship again. Packet came in & no letter for me. Thought it very hard: I looked like an outcast - none from relations or friends.

[32] 19th Thursday Commenced Swinging Ship at 4 AM and finished at 9 AM: fish in great abundance: Sent some to Serg^t Baker in the Erebus.

20th Friday Weather looking boisterous commenced Writing letters to my Brother John, and my dearly beloved friend Serg^t Kelly in hopes they may both find them and I wish them. Also to the Serg^{ts} Mess Chatham.

21 Saturday Fine: ordinary course of refitting: received abused which rather disconcerted me: the Laws of the Service prohibiting me from taking the satisfaction the case merited.

22nd Sunday Very fine, Divine Service went onboard the Erebus and Spent the Evening with Serg^t Baker - came onboard at Sunset. Some portion of the people went fishing to the Roman Rock² in the cutter and caught an immense quantity of Silver fish & Cape Salmon all of which is going to be salted & Dried for Sea use, which will be very acceptable.

23rd Monday Fine: Watering Ship and Salting fish.

Tuesday 24th Fine and very hot: watering Ship. Went fishing caught about [33] 20 Cape Salmon: asked leave to go onshore was refused in consequence of Small Pox raging ashore.

25th Wednesday Watering Ship: very hot.

26th Thursday Very hot. Went onshore at 8 AM on duty after two men that ran³ from the Cutter did not find them they were apprehended immediately afterwards by the civil power came onboard at 10.

27th Friday Light Showers. Went onshore at 8 AM and brought the two men onboard in company of a Constable Simons Town⁴. Stand low in my estimation. So low it needs no discription from me.

28th Saturday Very hot. Doing nothing particular.

29th Sunday Inclined to be boisterous Struck Top gallant Yards. Serg^t Baker of the Erebus came onboard and spent the Evening with me. Spent a pleasant afternoon and supped off Roast Leg of mutton at 7 PM came on to rain very hard and continued during the night.

[34] 30th Monday Fine: nothing extra.

31- Tuesday Rough. Went on shore in the Evening for Liberty. Beer which was Served out at the rate on one quart per "biped" which was said to disorder some of the peoples attics. Mr Rich. Carpenter discharged.

April Wednesday 1st Blowing fresh.

2nd Thursday Blowing very fresh: moored Ship in the Evening: came on to rain very hard.

3rd Friday Very fine: preparing for sea, in Boats. In the Evening 3 very large Bullocks came onboard and nearly took possession of the Ship. One man, W^m Evans, got hurt in the Boat by one of the Bullocks running his horn in his thigh - but not seriously. Had a very troublesome first Watch on account of several of the

and was invalided home on board *Volage* (26), Captain Henry Smith, at the end of November the same year. O Byrne, *A Naval Biographical Dictionary*.

¹ Saint Patrick 's day is the only Saint's day mentioned in the journal. Captain Crozier 's family had been in Ireland since the seventeenth century, he himself having been brought up in Banbridge, County Down, which no doubt is the reason why Saint Patrick's day was celebrated on board.

² Latitude 34°11'S, Longitude 18°28'E.

³ i.e. deserted.

⁴ The log for 26 March records Deserters from the Boat when on Duty, Alex Coleston and Peter Wallace (seamen), and for 27 March Alex Coleston and Peter Wallace, deserters, were brought on board by a Constable. TNA ADM 55/133. They subsequently deserted again, Alex Coleston on 23 September 1840, and Peter Wallace on 19 October 1840, both in Hobart. TNA ADM 38/9162.

Boats crew getting Drunk.

4th Saturday Very fine all ready for Sea wind unfavourable.

5th Sunday Excessively hot not a breath of air: hands Mustered. Caught a large ground Shark female specie. Spent one of those dull Sundays that no man can Judge of except he actually experience it.

[35] 6th Monday Very fine at 9 AM got under weigh. "Erebus in company". As soon as the anchor was away the Melleville, Adm^l Elliott, manned her rigging and gave us three hearty cheers which we returned with great spirit and pleasure the wind out of the Bay being against us we were necessiated to be [towed] out which took us till 8 PM. when we lost sight of the Erebus. Fired Rocket and burnt blue Light all Night but received no answer.

7th Tuesday No appearance of the Erebus. Weather fine Strong breeze Steering SbE. Studdingsails below and aloft. Uneasy for our dearly beloved consort: first watch firing Rockets. Middle also.

8th Wednesday Fine. Shift of Wind braced up: four Sail in Sight in the morning, but no Erebus. Killed one of our Bullocks in the Afternoon the most vicious of them. Becalmed in the Evening.

9th Thursday Continual rain: Squally treble reefed Topsails: close hauled Ship very uncomfortable in rainy weather no Shelter on deck whatever the hatches hooded over, which makes the Lower deck intolerably hot.

[36] 10th Friday Fine close hauled: no sign of the Erebus: air getting coolish.

11th Saturday Very fine almost becalmed: some Solitary Albatross, and a few Mother Careys chickens¹ flying about as if it were to Keep us Company or make up for the Absence of our old companion the Erebus.

12th Sunday Fine becalmed. Divine Service. At 4 PM. breeze Sprung up tacked Ship. No sign of our consort.

13th Monday Fine, light winds & variable.

14th Tuesday Very fine: Slashing Top Gallant Breeze going Seven Knots.

15th Wednesday Fore part of the day blowing half a gale of wind: close reefed Topsails reefed course Struck Royal Mast: Moderated in the afternoon Made sail: close hauled: air very chilly: Steering South.

16th Thursday From 1 °Clock in The Morning till 11 AM blowing very hard with Squals of rain, close reefed Topsails. Made Sail in the Afternoon Still a heavy Sea running a great many Albatross round the Ship, four of which was caught with hooks the largest of which [37] measured 11 feet from tip of wing to wing. When Skinned the bodies were very poor the rough Weather had reduced them almost to bare bones - the SKins were preserved.

Weather Still very dirty 9 PM.

17th Good Friday Very fine: wind fair. Spent a very dull good Friday.

18th Saturday Weather very hazy: but a beautifull breeze Square yards Studding Sails both sides. Killed a bullock in the Morning he would neither fall by Pithing² or with a blow from a pin. In end was forced to Shoot him.

19th Easter Sunday Light breezes & variable with rain, Divine Service, Steering South: great many Albatross. Saw a very few Back³.

20th Monday Fine breeze: very cold: put on warm clothing for the first time. Slight hail Showers.

21st Tuesday Very Squally, with rain rolling very heavily: very heavy Sea running. Shipping heavy seas.

22nd Wednesday Running under double reefed Topsails and foresail. Sighted Prince Edwards Isles⁴: neared

¹ See Glossary. There are a number of different species of storm-petrels (*c.* 20), only five of which breed and occur regularly in the Antarctic - Wilson's storm-petrel, *Oceanites oceanicus*; Grey-backed storm-petrel, *Oceanites nereis*; White-faced storm-petrel, *Pelagodroma marina*; Black-bellied storm-petrel, *Fregetta tropica*; White-bellied storm-petrel, *Fregetta grallaria*. Hadoram Shirihai, *Complete guide to Antarctic Wildlife*. pp. 184–9.

² To kill an animal by severing the spinal cord.

³ There would appear to be a word or two left out here but it is not practicable to suggest what they might be.

⁴ Marion (Latitude 46°55'S, Longitude 37°45'E) and Prince Edward (Latitude 46°54'S, Longitude 37°42'E) Islands, may have been sighted by a vessel of the Vereenigde Oostindische Compagnie (Dutch East India Company), the *Maerseveen*, on passage from Cape of Good Hope to Batavia in 1663 and called Dina and Maerseveen, but were definitely sighted by Marion Dufresne on 13 January and Crozet Island on 23 January 1772. Headland, *Chronological*, p. 12 and Duyker, *An Officer*, p. 175. Prince Edward Island was named by Captain Cook, 12 December 1776 'As these islands have no name in the French Chart, I shall distinguish the two we have seen by the name *Prince Edward Islands* after His Majesty's 4th Son, and the others *Morion* and *Crozets Islands*.' Beaglehole, *Journals...Resolution and Discovery*, I. pp. 25–6. Prince Edward was Edward Augustus, Duke of Kent, 4th son of King

them in the afternoon and passed them in the first watch. The Snow was lying on The high Land in great quantities [38] and the air very cold. Several very handsome Cape Pigeons¹ flying about. Slight Snow Shower.

23rd Thursday Very Cold: fine Top Gallant breeze: Square Yards.

24th Friday Blowing very hard: continuous rain. Close reefed Topsails & foresail Sudden Squalls. Wind variable. Ship very wet.

25th Saturday Very rough Snow and hail Showers: Snug Sail. Killed last bullock.

26th Sunday Blowing fresh heavy Sea on: divine Service: rolling heavily.

27th Monday Blowing a gale of wind tremendous Sea on: close reefed Topsails and Storm Staysail: Shipping very heavy Seas. Moderated with the Evening a little: Set Mainsail: rolling heavily.

28th Tuesday Weather very muggy, with rain: Ship very wet: Snug Sail: rolling heavily: a good look for Land.

29th Wednesday Weather very damp and Cold: going 7 Knots. Saw Several Icebergs Sailing along very Majestically. Shortened Sail at Night and prepared for the reception of any more of them in case they Should come near us, a good [look] out for them. Ship rolling heavily. Came on to blow a gale of wind in the Night with Snow & hale.

30th Thursday Blowing very hard tremendous Sea running: Shipping very heavy seas: moderated in the evening. Made Sail: passed our [39] Iceberg between Six & Seven PM. Snow Shower.

1st May Friday Very rough: heavy Sea. Saw several Whales. Sighted Land to Leeward: closed reefed the Topsails: Set Storm Staysail: Struck Top G^l Yards: close hauled: bent Cables. Wore Ship at 8 o'Clock, blowing very fresh.

3rd Saturday Blowing a gale closed hauled under closed reefed Maintopsail & Storm Staysail: all the peoples clothes Wet. Shipping Seas right over her rolled tremendously in the Night.

3rd Sunday Still blowing very hard got sight of the Sun the first time for Some Days: got some of the clothes dry. Moderated a little in the afternoon Set fore & Mainsail & fore topsail closed hauled - a very uncomfortable Sabbath not like Some I have been wont to spend.

4th Monday Blowing a gale: close hauled: close reefed Main topsail and Storm Staysail: Ship wet all. No sign of Land: wore ship at 9 PM.

5th Tuesday Sight Land at 11 AM on the Lee bow: came on to blow almost a hurricane. Wore Ship and Stood off the Land: under close reefed Mⁿ Topsail and Storm Staysail: weather very muggy [40] Moderated in the Evening, Made Sail. Had water Boots Served out 1 p^f of boots to each Man: caught a Cape Pigeon that flew onboard through Stress of weather: battened down².

6th Wednesday Morning Moderate Sighted Land to windward. Made Sail and rounded in the weather braces: Missed the harbour: beat up till 2 PM, when it blew so hard we were obliged to anchor in 21 fathoms water with 100 fathoms Cable. Furled Sails: lying near the Land: came on to rain weather looking very wild. A few Albatross and Some Shag flying about this is the most dangerous place I was ever in there is breakers all round and one reef runs out nearly a Mile with a tremendous Surf breaking over it: great quantity of sea weed floating about. The Land is not very high and looks of a greenish hue.

7th Thursday Cold but dry. Got principal part of the clothes dry. Sent a boat onshore in the Morning to reconnoitre: brought a Seal onboard in the Boat: unbent Sails (and bent another suit) in order to repair them. The Morning being clear could see a long way in Land: Some Snow on the high Land: face of the Land apparently Green appears to be a great quantity of Birds: Several flew onboard and was caught, & cooked.

8th Friday Fine: got under weigh and commenced beating up for the harbour [41] Saw a bark to windward and supposed to be Erebus, which I hope it is. Ship came up to windward well: came on to blow a complete gale in the Night: hands up all Night: Spliced the Main brace at 4 in the Morning.

9th Saturday Blowing almost a hurricane: Standing off the Land under close reefed Main Topsail & Storm Staysail: Ship rolling awfully, and Shipping very heavy seas: water washing along the lower decks.

George III. He married Victoria Mary Louise, widow of Emich Charles, Prince of Leiningen and daughter of Francis, Duke of Saxe-Coburg and Saalfeld and had one daughter, Victoria, who became Queen of the United Kingdom of Great Britain &c.

¹ See Glossary. Cape Pigeon or Pintado Petrel, *Daption capensis*. Roberts, *Edward Wilson's Birds*, p. 94. Hadoram Shirihai, *Complete Guide to Antarctic Wildlife*, pp. 139–41, gives modern form *Daption capense*.

² Cover the hatches with tarpaulins and secure them with battens to prevent water entering.

If the weather is always like this off the coast of Kerguelans Land¹ I dont care how soon I am clear of it. No appearance of the Erebus - or yet any Signs of our getting into Christmas harbour: battened down forward & aft.

10th Sunday Still blowing hard: wind dry: moderated near the Meridian of the Day. Caught several beautiful Albatross and other Sea bird. Made Sail in the Evening: tacked Ship at ½ p¹- 8 PM: Scarcely any wind: heavy sea. A Solitary Sunday.

11th Monday Tolerably fine: got the Lower deck dry: Ship fell off: tacked Ship: reefed Topsails at night. Skinned some Albatross which weighed 17 lb and measured 12 feet from tipp of wing to wing.

[42] 12th Tuesday Weather Squally. Ship laying her course forepart of the day. Sighted Land to windward in the Evening. Shortened Sail and wore Ship at 8^o Clock: weather looking wild with heavy Seas. Been employed this day in practising Skinning and Stuffing Birds.

13th Wednesday Fore part of the Day fine. Made the Land in the Morning Watch: commenced beating up Christmas harbour² at 9 AM, and Anchored after tacking 22 times in gallant Stile with a Stiff breeze. The passage is difficult & dangerous with the wind dead on end: there is a Stupendous Iron bound Rock on the Larboard hand nearly perpendicular I Should say fifteen hundred feet high and the top appears to be a roost for birds as the Soil from them has besmeared the Sea face of it for a considerable way down. There is a great many runs of water down the rocks. The Erebus was lying in the mouth of the harbour, She having anchored Yesterday. At the entrance of the harbour there is a very Romantic looking Rock partialy detached from the main Land with a very natural looking Arch through it³. It is on the Larboard hand on the Starboard there is a very bold Cape about Six hundred feet high. Got boats out in the afternoon: Sent one on Shore [43] the crew brought off fourteen Penguins of the Jack Ass Specie very Majestic looking fellows Stood bolt upright like a Soldier: we Killed Cooked and eat them and a very good Supper They made considering it was quick work, we were no ways particular. There appears to be a Sort

¹ Îles Kerguelen lie between Latitudes 48°27'S and 49°58'S and Longitudes 68°25'E and 70°35'E.

² Now Port Christmas, with its entrance in Latitude 48°41'S, Longitude 69°03'E, lies at the head of Baie de l'Oiseau at the northern end of Îles Kerguelen. Named by Captain Cook, since they entered the harbour on 25 December 1776. The bay was visited by M. de Rochegude, one of the officers of the *Oiseau*, on Kerguelen's second voyage in January 1774. Beaglehole, *The Journals.. Resolution and Discovery*, I, pp. 29–32.

³ Now known as Pointe de l'Arche, although the arch has fallen in.



Fig. 10. HMS *Terror* entering Christmas Harbour, by J. Dayman, Mate in HMS *Erebus*.

of wild Cabbage growing which is good the say when Cooked¹.

14th Thursday Weather changing every hour: hail: Snow: Sleet: Wind: Sunshine alternately. Working party ashore digging a foundation for the observatory. Got out wharfs for *Erebus*. Got several fine fat penguins, when cooked were delicious.

¹ Hooker, *The Botany I*, pp. 238–41. *Pringlea antiscorbutica*.

Ibid. p. 239. This is perhaps the most interesting plant procured during the whole voyage performed in the Antarctic Seas, growing as it does upon an island the remotest from a continent, and yielding, besides this esculent, only seventeen other flowering plants. 'Ibid. p. 240. The illustrious Cook first discovered and drew attention to the "Kerguelen's Land Cabbage" during his first voyage, when accompanied by Mr. Anderson [William Anderson, 1750–78, Assistant surgeon and naturalist in *Resolution*, on Cook's second voyage and surgeon and naturalist on his third voyage]. The latter gentleman drew up an account of some of the more remarkable plants which he collected there and in other islands, which are preserved in the Banksian Library; the present he designated as *Pringlea* in honour of Sir John Pringle [1707–82, Physician in ordinary to the King and President of the Royal Society], who wrote a work upon scurvy [*A discourse upon some late improvements of the means for preserving the health of Mariners delivered at the anniversary meeting of the Royal Society, Nov. 1776*. A copy of which was published in Cook *A Voyage towards the South Pole*.] The latter circumstance has induced me, at Mr Brown's suggestion, to assign the trivial name of *antiscorbutica*. The *Pringlea* is exceedingly abundant over all parts of the island ... Its long rhizomata, often 3 or 4 feet long, lie along the ground; they are sometimes 2 inches in diameter, full of spongy and fibrous substance intermixed, of a half woody texture and with flavour of horse-radish, and bear at the extremity heads of leaves, sometime 18 inches across, so like those of the common cabbage that if growing in a garden with their namesakes in England they would not excite any particular attention; the outer leaves are coarse, loosely placed and spreading, the inner form a dense white heart, that tastes like mustard and cress, but is much coarser. ... daily use was made of this vegetable, either cooked by itself or boiled with the ships' beef, pork, or pee-soup.'

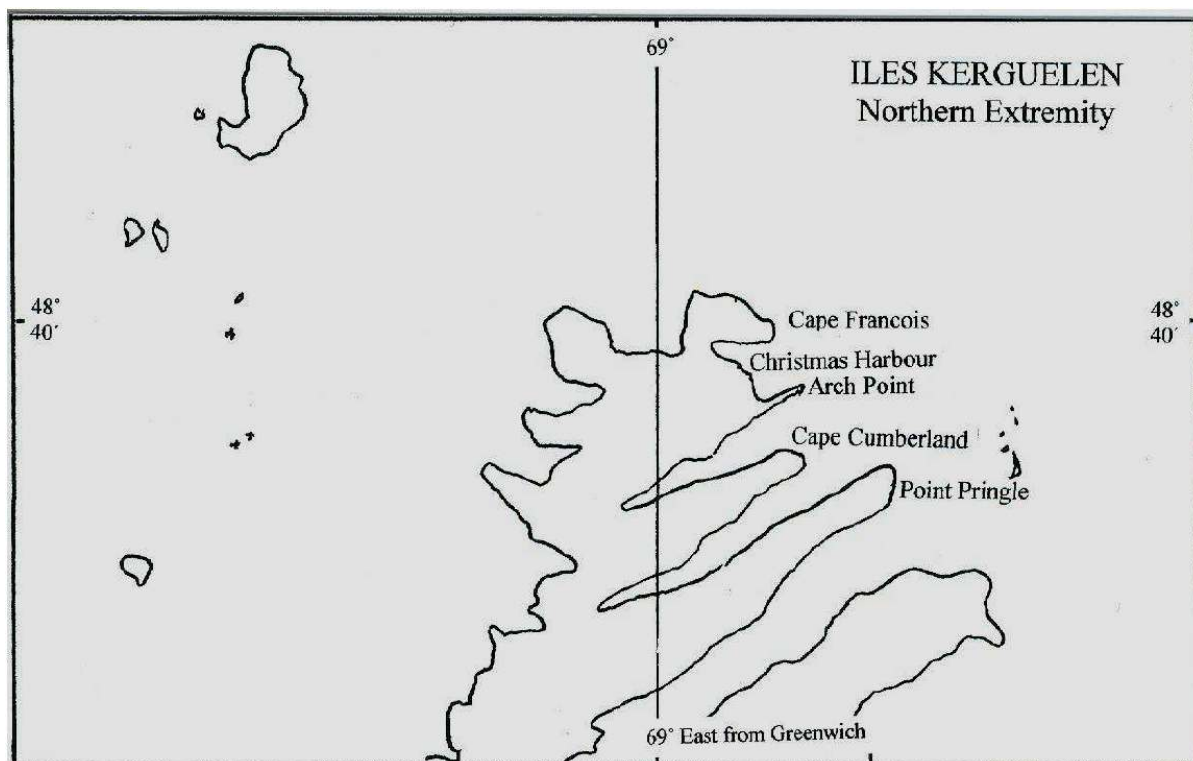


Fig. 11. Plan of north part of Îles Kerguelen, showing Christmas Harbour.

15th Friday Squally. Sent hands to assist in warping the Erebus up the Harbour: anchored her ahead a Snug berth. Working Party ashore house building, likes the taste of the wild cabbage much.

16th Saturday Raining & blowing very hard all day. Moored Ship: Working Party ashore. Spliced Main brace in Evening. has discovered that the Land round the bay is an Island: Separated by water from the Main Land.

17th Sunday Blowing a gale all Day, but dry. I landed in the Evening on the rocks and had a chase [44] after the Penguins Several of which was caught. I forgot to mention divine Service: had vegetable soup served out.

18th Monday Fine hard drying wind. Working Party ashore house building. I went ashore in the after noon and had some fine Sport up the Hills chasing the Sea bird several of which I caught not without great danger - so great that I dont intend hazarding it again. Fell in with nothing but barren rocks & Springs of water.



Fig. 12. Christmas Harbour, from Ross, *Voyage*, I. Frontispiece.

19th Tuesday Fine. Went onshore with the Doctor¹ Bird-Nesting: caught some young Albatross on thier nest: had some good sport. Houses finished onshore².

20th Wednesday Very fine: refitting Ship. A very heavy engagement took place between the Boatscrew and a very Large Seal. The Seal got the upper hand of them, but was captured by the *Erebus* after being speared several times; he measured 14 feet. A most beautiful night not a breath of air moon and Stars particularly bright.

21st Thursday Freezing Keen all [47] day. Observations commenced in the House's ashore³: there is some very beautifull instruments: Captain's dined ashore. Caulking & refitting Ship.

22nd Friday Day fine caulking & refitting; came on to Snow and freeze in the Evening and continued most of the Night.

23rd Saturday Fine but cold: Miscellaneous.

24th Sunday Morning rough. Divine Service. Almost the whole of the crew went onshore after Dinner. Queens birth Day⁴: fired a Royal Salute at one PM. Plum Pudding preserved Meat⁵ & Double allowance of

¹ This is presumably the ship's surgeon Jno Robertson, although it might have been the assistant surgeon David Lyall. McCormick, the surgeon of *Erebus*, was ashore this day but records a very different excursion. McCormick, *Voyages*, I. pp. 51–3

² Ross, *Voyage*, I. p. 90. The level beach at the head of the harbour afforded us convenient sites for our observatories, which were immediately erected; that for magnetic purposes being placed at the north extreme, under the protection of the hill to the north, which effectually prevented the sun's rays deranging the temperature, and within a few feet of high-water mark; that for astronomical and pendulum observations on nearly the same level, at more than a hundred yards distant from it towards the centre of the beach; and close by this two small huts were erected for the convenience of the officers and men employed at the observatories. '

³ Ross, *Voyage*, I. pp. 91–2, records that magnetic observations were taken every hour throughout their stay, which included the term days of 29 and 30 May. Astronomical, tidal and pendulum observations were also taken.

⁴ Queen Victoria, born 1819 at Kensington Palace.

⁵ See note to 25 December 1839.

Grog at night Issued additional, went onboard the Erebus and spent the afternoon and Evening with Serg^t Baker, who I was glad to find in good health and comfortably Situated, came onboard at 9 PM.

25th Monday Forepart of the day fine. Went onshore Shooting; in the afternoon came on to Snow & blow very hard; got a good Soaking and had but little Sport. At Night blowing a complete hurricane. Cap^{ns} and other Officers up all night in the [48] observatories on Shore. I never heard it blow so hard as it has done this night. Veered away both Cables.

26th Tuesday Weather moderate. Working party onshore: bent Sheet cable in the Evening: came on to blow very hard in the Night.

27 Wednesday Blowing a hurricane with Short Lulls for a few minutes. Cleared Tiers. Captain's and other Officers Still on shore in Observatories: Very trying weather for them considering night and day without Beds.

28th Thursday Weather very Squally & cold. Sighted Starboard Anchor¹ and Shifted billet: (Erebus the Same). Evening freezing very Keen blowing a gale all night.

29th Friday Blowing so hard we could not send a boat ashore with provisions for the Officers and men at the Observatories. Erebus nearly drifted aboard of. She let go her Sheet anchor.

30th Saturday Fine: Miscellaneous.

31st Sunday Fine. Captains onboard at Divisions²: raining all night.

1st June Monday Raining all forenoon cleared up in the afternoon: working party onshore.

2nd Tuesday Particularly fine. 2nd [49] Lieut^{ts} and 3 men with the Doctor of the Erebus and 3 men Started in the Erebus's cutter on an expedition of 14 Days by water and land: volunteered for one of the party could not be spared⁴ - wishes them Success and fine Weather: working party on Shore.

3rd Wednesday Raining very hard, working party onshore caught several fish cod Specie.

4th Thursday Weather fine with fresh breezes, working party onshore.

5th Friday Fore part of the Day rough fine afternoon, working party onshore Tent Building.

6th Saturday Fine with Sudden Squalls of Sleet: working party onshore finished the House. The Land expedition re-turned in the Evening⁵: the people composing it seemed very much fatigued: brought some handsome Specimens of Christalised Rock with them. Seemed not anxious to go again.

7th Sunday Exceedingly fine: all day fitting out the cutter for an expedition which is to Start to-morrow Morning consisting of the Surgeon 2nd M^t one Marine and 7 Seamen. Sincerely wished I had [50] been in Merry England I wish I could dispense with Envie. I will try.

8th Monday Very rough. The Galleys crew were obliged to remain onshore at the Observatory all night during which time it was Snowing very hard. The Boat expedition could not Start in consequence of the inclemency of the weather: in the night the first Lieutenant of the Erebus was taken very ill⁶.

¹ An anchor is sighted to make sure it has not been damaged and that it is not getting stuck in the sea bed. The cable would be examined at the same time so that if it had suffered chafing this could be dealt with.

² The Ship's Company would be fallen in by Divisions for inspection by the Captain. *Instructions*, 1833, p. 82, Captain, Discipline, Article 12 states: He is to divide all the Ship's Company, exclusive of the Marines, into Divisions. A Lieutenant is to command each division, who is to have under his orders as many Mates and Midshipmen as the number on board will admit. The Lieutenants are to attend to, and be responsible for, every thing related to the conduct of the Men of the divisions they command. They are to examine the state of their Clothes and Bedding, and are to see that they keep themselves clean; the Mates and Midshipmen to be attentive in superintending their subdivisions; and they are to report to the Captain whatever Men they find idle, dirty or profligate, that they may be admonished, or punished as circumstances require. '

³ Lieutenant C. G. Phillips.

⁴ J. D. Hooker also volunteered for this expedition, but was not allowed to go. Hooker, *Notes*, p. 263.

⁵ '... without having accomplished anything; the officer who led them found it impracticable for loaded men to travel by land, over rocks, round bays, and through snow drifts; and when they took the boat, the furious gales almost drove them out to sea.' Hooker, *Notes*, p. 263.

⁶ M^cCormick, *Voyages*, I. p. 65. 'Our own first lieutenant, who, I have very good reasons for thinking, does not much relish the nature of the service his chief has nominated him for, nor the state of the weather either, has gone upon the sick-list. I had to land in the galley before breakfast, and through a heavy surf, to report him to Captain Ross at the observatory. I had a delicate duty to perform, it must be confessed, and it put all my ideas of nosology to the test, and racked my brain to find a suitable term under which I

9th Tuesday Miserable day Snowing and Sleetng all day cleared Hause in the afternoon. Boat expedition Still delayed.

10th Wednesday Raining and blowing all Day. The appearance of Rocks is very Beautifull partially covered with Snow and displaying many Waterfalls Some 300 feet high. Shocking weather for the Observatories: working party ashore repairing the Mud Houses¹.

11th Thursday Hauled the Ship within about 40 yards of the Shore and watered Ship from a beautifull fall of Water in about 4 hours and ½ during which time it rained heavery hard: cast the Hausers off and resumed our former billet: rain cleared off in the afternoon and came on to blow very hard: [51] caught a couple of Rock Cod.

12th Friday Rough: heavy hail Storm.

13th Saturday Stormy hail & Snow.

14th Sunday Raining very hard and blowing fresh: an uncomfortable Sabbath Divine Service after which the Captain went onshore for another week.

15th Monday Blowing half a gale. Galleys crew detained on Shore in consequence of the inclemency of the weather.

16th Tuesday Blowing half a gale all Day and raining very hard. Boat expedition under the command Lieut Philips started in the Morning rough as it was to finish his Survey of the coast to Leeward².

17th Wednesday Blowing a gale all Day: no communication with the shore although not a Stones throw from it: dreadful weather for the expedition.

18th Thursday Forepart of the Day very fine but freezing. Two boat expeditions went away - one from us and the other from the Erebus consisting of nine hand each under the command of Mr Bird 1st L^t Erebus. Came on to blow hail rain and Snow in the afternoon. Went onshore [52] Shooting traversed a deal of ground with but little Success; came onboard at 3 PM. Feel for the boat expeditions a dreadful Night.

19th Friday Morning wet: day turned fine: Evening weather changeable.

Dreadful Surf on the Beach which washed a portion of the Observatory works away.

20th Saturday Day fine: working party onshore repairing damages. Came on to rain in the Evening rained all night.

21st Sunday Forepart of the day freezing: came on to rain & blow in the Afternoon which continued all night. Captain remained onshore at the Observatory all day.

22nd Monday Captain came on board but did not remain Long. Weather boisterous with rain at times very hard, blowed a very Gale all night.

23rd Tuesday Blowing hard all day with heavy hail Storms: no communication with the Shore - nor appearance of the Boat expeditions returning although one of them has been gone a week today; they have had dreadful weather.

[53] 24th Wednesday Blowing a gale all Day: no communication with the Shore.

25th Thursday Still blowing very hard and freezing: cleared chain Lockers: heavy snow Squall.

26th Friday Stormy and Cold all day: Snow and hail.

27th Saturday Hail and Snow Storms, the thermometer at 29 in the Night.

28th Sunday Forenoon very fine. All the Boat expeditions returned; crews all well, they suffered a good deal in consequence of the Severity of the weather and the late gales. Afternoon and Evening very boisterous with hail rain and Snow - how different form the 28th of June in Merry England at least I thought so. The Boats crew brought a great deal of Petrified Water³ with them from the Mountains.

could enter the indisposition of this martyr to science in my sick-book. ’

¹ Hooker records ‘... my rambles were generally solitary, through the wildest country I ever beheld. The hills were always covered with frozen snow, and many of my best *Lichens* and *Mosses* were obtained by hammering at the icy tufts, or sitting on them till they thawed.’ Hooker, Notes, pp. 262–3.

² Orders for Lieutenants Phillips and Bird are given in Captain Ross’s letter book, Nos. 130, 131 and 132, UKHO Incoming Letters, Surveyors Letters No. 25, and the reports of the various expeditions in UKHO Original Document No. 219.

³ Ross, *Voyage*, I. p. 71, states that fossil trees were found on the island. It would seem likely therefore that this should be petrified wood.

29th Monday Blowing almost a gale with violent Snow and hail Storms.

30th Tuesday Slight Snow storms. Went onshore Shooting in the afternoon had very good Success, Shot some very handsome Divers. This day ends the month of June which has been one continual Gale of wind interspersed with Snow hail and rain and very unlike a Summer month in England but a month of the description of which I expect to spend many.

[54] - July 1840 -

1st Wednesday The anniversary of my birth and a boisterous one, it is blowing almost, if not quite, a hurricane: no communication with the Shore: employed myself with SKinning Birds for Specimens. The Day bell[?] are getting shorter and the winter Setting in rapidly: it blew harder than I ever saw it in the Night forced to let go the Sheet Anchor.

2nd Thursday Very rough with Snow and hail.

3rd Friday The finest Day since I have been at Kerguelans Land: picked up the Sheet Anchor: went

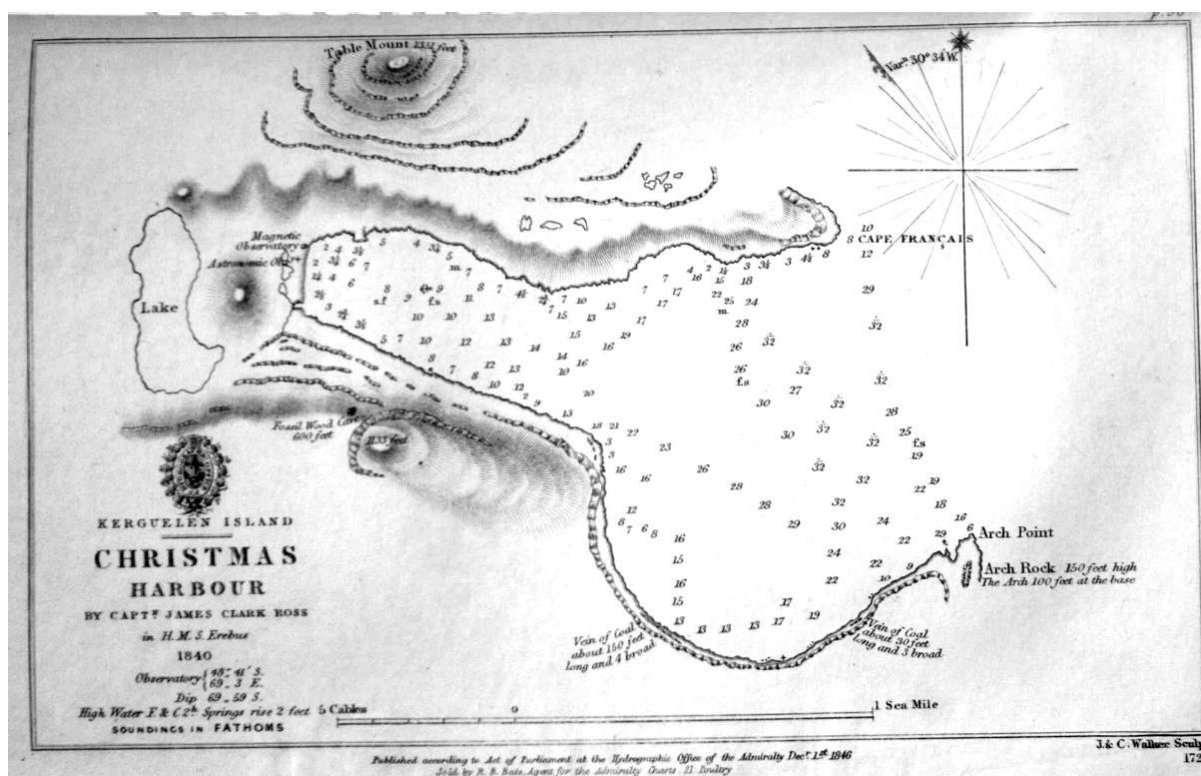


Fig. 13. Chart of Christmas Harbour from Ross, *Voyage*, I, f.p.90.

onshore in the Afternoon Shooting. Shot several Shag in a rather dangerous position - they are Capital eating.

4th Saturday Weather rather moderate with slight showers of hail and snow: the wind seems to prevail nearly alway from the NW.

5th Sunday Tolerably fine. Captain's came onboard: Divine Service: pleasure Party went onshore in the afternoon. Captain Ross Dined onboard.

6th Monday Day fine for this Neighbourhood with a little hail & Snow.

7th Tuesday Very mild: commenced Swinging Ship in the afternoon but came on hazy, with Rain was obligd to desist: came on to blow very hard in the first watch and [55] rain tremendous.

8th Wednesday Hazy disagreeable weather.

9th Thursday Wet forenoon: in the afternoon Captain came onboard and Swung¹ Ship which was done with a will. In the Evening Spliced the Main Brace: freezing at Night.

¹ See Appendix 10.

10th Friday Preparing for Sea bent Sails up Main Top G^t Mast. Day very fine came on to snow and blow at night.

11th Saturday Boisterous. Captain & Officers Came onboard for good from the Observatories.

Sunday 12th Weather very fine for this part of the World: Divine Service: party went onshore for a run in the Afternoon. Cap^t Ross dined onboard: heavy fall of Snow in night.

13th Monday Forenoon fine: got the Observatory House onboard unbent Sheet Cable and Stowed Boats: afternoon came on to blow a gale which continued all night.

14th Tuesday Blowing a complete Gale all Day without intermission: rebent Sheet cable: let go Sheet Anchor in the first watch.

15th Wednesday Tolerably Moderate: every thing got onboard from the Shore: weighed and stowed Sheet Anchor: got all ready for unmooring in the Morning: came on to rain very hard in the Evening with [56] heavy Squalls of wind.

16th Thursday Blowing hard all day: got Whale Boats in and Stowed them.

17th Friday Unmoored Ship in the forenoon when it came on to blow so hard could not get under Weigh. Shortened in Cable in Evening.

18th Saturday Morning and forenoon raining very hard with a dense fog: cleared off in the afternoon and came on to blow very hard in consequence of which were obliged to let go our best bower Anchor again. I think it will be a Sunday's Sail which never fail

19th Sunday Weather still unpropitious wind high and bitter Cold: Divine Service in the forenoon. I may put this down as another of those miserable Sundays a man Spends in a Ship of this description - Some beyond description. Came on to rain at night.

20th Monday Morning fine: commenced getting under weigh at 6 am and 8 finally bid adieu to Christmas Harbour (Erebus in Company) and to the Land in the Course of the Day - which Land if I am Spared I feel no particular anxiety ever to visit again. Blowing very fresh: closed reefed Topsails heavy Sea running: Ship rolling [57] heavily: moderated a little in the Night.

21st Tuesday Blowing very hard with rain Standing under close reefed Main Topsail and Storm Staysail. Tremendous Sea on and Shipping over all.

22nd Wednesday Blowing very fresh with heavy squalls of hail and Snow: running right before it under close reefed Mⁿ Topsail and boom foresail: averaging 7 Knots, great sailing for this Ship: very heavy Sea on Erebus in Company.

23rd Thursday Blowing a gale: Tremendous Sea on which was continually washing over all. Ship wet inside and out and likely to be so for Some time: close reefed Main Topsail & boom foresail.

24th Tuesday Weather Still very boisterous and looking very wild: a few Albatross flying round the Ship.

25th Saturday Forenoon fine: Sea gone down every appearance of fine weather: got chain cables up and Surveyed: at 12 old weather came on again with heavy Snow Storm: close reefed Topsails and furled Mainsail.

26th Sunday Day comparatively fine with good breeze: came on to blow almost a gale at night: with rain Ship pitching and rolling heavily.

27th Monday Middling fine: breeze freshened [58] at night with rain and Shift of wind.

28th Tuesday. Slashing breeze: going 8 Knots: breeze freshend to a gale in the Evening very heavy Sea on obliged to batten down: close reefed Main Topsail and Storm fore Stay sail. Erebus in Company: lost sight of the Erebus in the first watch: came on a complete hurricane at one hove too.

29th Wednesday Blowing awfully and tremendous sea on washing clean over us: battened down and hove too: every part of the Ship wet and I may Say all the peoples clothes. No Sign of the Erebus Spliced Main brace at night. Ship very leaky: Some of the heaviest Seas washed over the Ship this Evening I ever seen: moderated a little in the first watch. Made Sail at 12 oclock after which Ship rolled Gunwails under.

30th Thursday Fine dry breeze: got most of the wet clothes dry: no sign of Erebus: repaired Slight damages.

31st Friday Fine breeze: Set Studding Sails but was obliged to take them in again: light Showers of rain: breeze freshened at night close reefed Topsails.

August 1st 1840 Fine Top gallant breeze: averaging 7 Knots: night fine.

[59] 2nd Sunday Fine breeze with rain: "Divine Service": breeze at Night: close reefed Topsails: heavy Sea: wind Quarterly: battened down in the night.

3rd Monday Day Showery: fine breeze: going before it: night fine. It is a most Singular thing to me that we

have Seen Cape Pidgeons every day since we left Kerguelens Land now being 2000 miles from it.

4th Tuesday Fine Topgallant breeze: going 7 Knots: heavy Sea on and very smart hail Storms. Ship leaking considerably pumping every watch: no Signs of the Erebus.

5th Wednesday Fine breeze: with occasional Squals: going before it: 7 & 8 Knots: heavy Sea on. Came on to blow hard in the first Watch: turned the hands up close reefed Topsails after which Spliced Main brace.

6th Thursday Slashing breeze: but inclined to be variable: the finest Day since we left Kerguelens Land. [60] 7th Friday Fine breeze: weather fine heavy Sea Ship rolling heavily.

8th Saturday Weather damp Slashing breeze going 8 Knots: Squally at night. The Passage along the coast and up the River is one of Particular interest to the Lover of Landscape: the whole Country appears to be woodland interspersed with apparently well cultivated Farms: the work of years of industrious Settlers - and unfortunate Prisoners.

9th Sunday A most beautifull day very light wind Divine Service: Saw a very large whale in the Afternoon a few Albatross flying about: very fine moonlight night. Had a Solitary walk on the Gangway thinking of home & Absent Friends some of whom I may probably never See - My poor Mother especially.

10th Monday Becalmed: Day very fine: aired bedding. Slung clean hammocks & scrubb^d the dirty one, a thing that was much wanting. Light wind in the Evening but not favourable: close hauled.

11th Tuesday Rattling breeze: Weather very hazy with light rain: going free. Something less than 300 miles from Hobart Town

12th Wednesday Morning hazy with Stiff breeze came on to blow a complete hurricane hove too under close reefed Maintopsail and Storm Staysail. Sea literally washing over her. A Sea Struck her in the Middle watch and made her heel over so I thought She would [not] right again, it Stove the long boat in midship and washed every thing portable with it, even the cooks tub of meat that was in Steep for the next days Dinner. The Jib got adrift the Stay was cut and it let fly: a portion of it held on till Morning: Spliced Main brace.

13th Thursday Gale moderated: made Sail: heavy Sea on. Still battened down hove too at night: expecting to be near Land: weather Still looking very boisterous: Sighted a rock at midnight: Made Sail.

14th Friday Sighted Land at daylight Stood along the coast all day: made the entrance of the River Derwent¹. At dusk wind foul and commenced beating which lasted all night: fired Several Guns for a Pilot but none came out. Weather very Squally: people up all night: Spliced Main brace. This being Van Diemens Land² I could not help Thinking on first Sighting it how many unfortunate beings has seen it for the time with a full heart and a melancholy boding that they were to terminate thier existence in it, outcasts from Society and aliens from thier Fatherland, Separated from Wives, Parents Friends and from every tie that links man to this vain & Sublunary World. I turned from the scene with a thankfull remembrance how much better off I was than Some thousands of my fellow men.

15th Saturday Pilot came onboard at 10 AM from which time up till 8 PM was beating up the River and then Anchored: heartily glad as there had been little or no rest for the last 48 hours and having had an uncommonly rough passage of 26 Days from Desolation³.

¹ Latitude 43°04'S, Longitude 147°23'E.

² Now Tasmania. Discovered by Abel Janszoon Tasman (1603-59) 24.11.1642, and named by him Van Diemen's Land in honour of the Dutch governor in the East Indies, Anthony Van Diemen.

³ Yves-Joseph de Kerguelen-Trémarec (1734-97) discovered the islands on 13.2.1772. They were visited by James Cook in 1776 in HM Ships *Resolution* and *Discovery* who recorded in his journal for 30 December, 'The first discoveries with some reason imagined it to be a Cape of a Southern Continent, the English have since proved that no such Continent exists and the land in question is an island of no great extent, which from its sterility I shall Call the *Island of Desolation*. 'Beaglehole, *The Journals of Captain James Cook*, III, pp. 42-3.

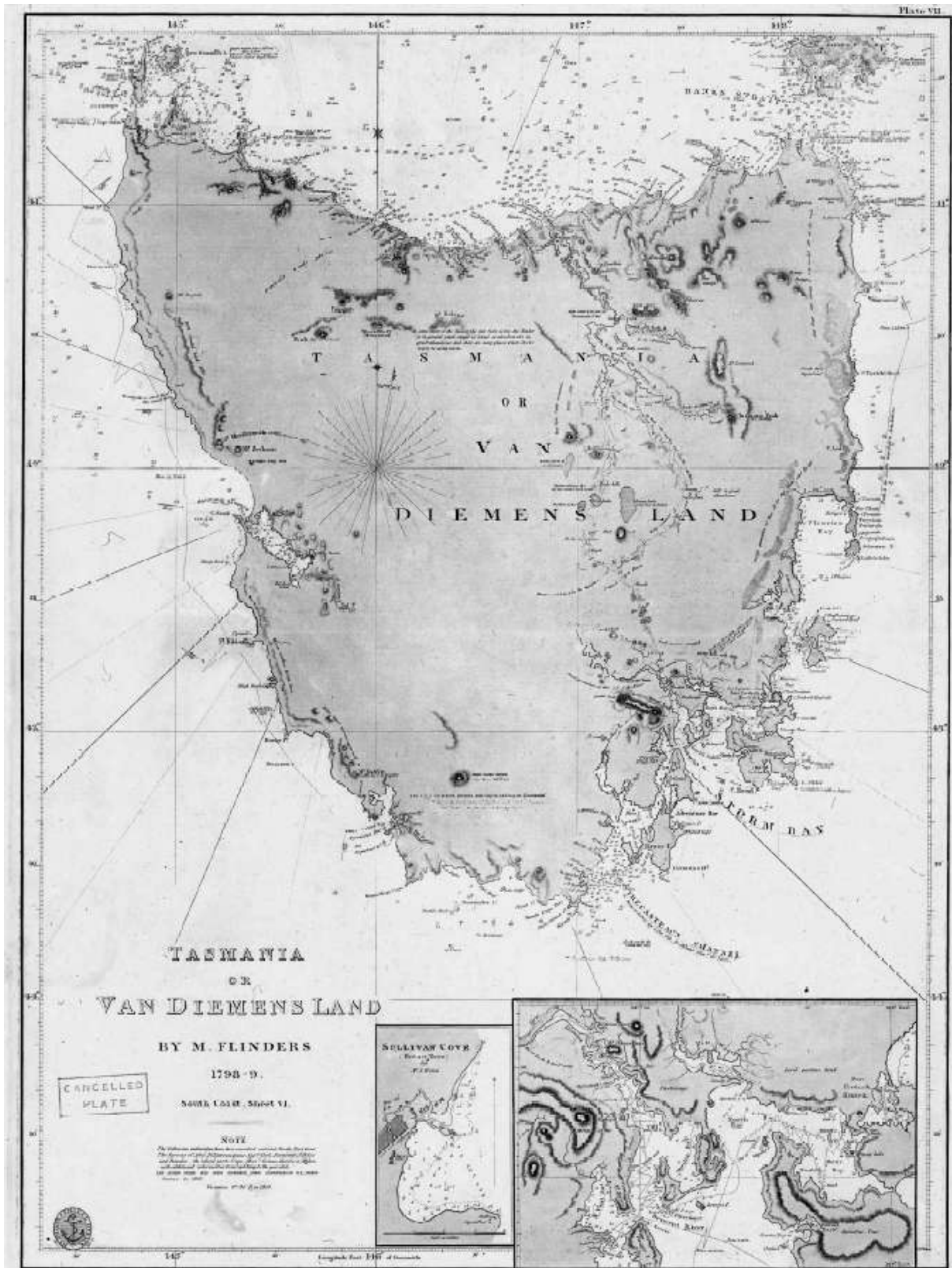


Fig. 14. Chart of Van Diemens Land, 1811. Courtesy UKHO. OCB 1079 A3.

16th Sunday Forenoon Beautiful got the Decks to rights and wet clothes Dry: came on to rain and blow after Dinner which continued. Could not get any fresh provisions in consequence of being Sunday: received a letter from my brother John which much gratified me on account of it informing me my Mother was Still alive. The Erebus has not yet arrived.

17th Monday Day very fine. Moored Ship: in the Afternoon The Erebus came in and Anchored before dusk. On her passage which was a tempestuous one She met an accident which we were all heartily Sorry to hear - that was losing M^r Roberts the Boatswain who was washed overboard in the execution of his duty by a heavy Sea in a gale of wind. Every exertion was used to save his life but in vain: he Struggled long for life and the Albatross was see hovering over him ready to devour him. He is gone and we have to deplore the loss of a brave man and a thorough Sailor - he has also left a family to deplore him¹.

18th Tuesday Day unusually fine: unmoored Ship and warped her up the river out of Sight of the Town² to a convenient place for Capⁿ Rosses purpose: Erebus also warped up. Spliced Main brace in the Evening.

19th Wednesday Quite a Summers Day Thermometer up to 63: got the observatories on Shore and erected, which occupied the whole of the Day a few hands employed in refitting Ship.

20th Thursday Raining most part of the Day people employed refitting Ship: Observatories Completed³.

21st Friday Weather fine: refitting.

22nd Saturday Day very fine. Finished Rigging and blacked down.

23rd Aug^t Sunday Weather very fine: Divine Service. Went onshore in the Afternoon Spent a very pleasant Evening with my old friend Sergeant Cameron of the 51st Reg^t whom I was happy to find in good health. The Town is very pleasantly Situated: Quite Englified⁴: every thing is very dear. A Stranger must be particular in Selecting his Company, as you dont Know Convicts from free people.

24th Monday A most beautiful day. Came onboard at 1 PM. half inclined to say I would not leave the Ship no more.

25th Tuesday Weather fine. M^r Beauman our worthy Boatswain left us this Evening to join the Erebus in Lieu of M^r Roberts, Drowned, with I think the good wishes of every person onboard.

26th Wednesday Weather fine: various employments: paid monthly money.

27th Thursday Forepart of the Day fine. Went onshore for couple of hours came on to rain in the Evening.

28th Friday Fine: Miscellaneous.

29th Saturday Heavy Showers: nothing particular. Most of the Officers at the observatory: entered one Seaman⁵.

30th Sunday Fine: Divine Service. Went onshore after Dinner: Spent the Evening with Sergeant Cameron 51st [Kings Own Light Infantry] also had a pleasant walk round the Suburbs of Hobart Town.

31st Monday Fine. Came onboard at 9 AM: went onshore in the Evening: went to the concert at the Theatre in comp^y with Serg^t Cameron and another friend: some pretty pieces by the Band of the 51st Reg^t. Supped at the Canteen received an invitation to dine with Non-commissioned Officers of the 51st in a few Days and

¹ Ross, *Voyage*, I, p.100. Mr. Roberts, the boatswain, whilst engaged about the rigging, fell overboard and was drowned. The life-buoy was instantly let go, and two boats lowered down; they reached the spot where we saw him sink only a few seconds too late! ... Mr Oakley, mate, and Mr Abernethy, the gunner, had returned to the ship with one boat, when the other, still a considerable distance from us, was struck by a sea, which washed four of the crew out of her. Mr Abernethy immediately again pushed off from the ship, and succeeded in saving them from their perilous situation, completely benumbed and stupified with cold. The boats were, with much difficulty, owing to the sea that was running, hoisted up, and not until after one of them had been again swamped alongside.'

² Hobart Town, Latitude 42°53'S Longitude 147°20'E.

³ The shore observatory was built in the Government demesne, near the site for the proposed new Government House, on a thick bed of sandstone, by a working party of 200 convicts. Stone pillars for the instruments were set in the sandstone bedrock. The building was 16 feet wide and 48 feet long, constructed of wood without any metal, and completed in 9 days. The ship's portable observatories were also landed and set up and observations for the magnetic term days, 27 and 28 August taken. Ross, *Voyage*, I. pp. 108-13.

⁴ Englify. To make English, to cause to resemble English persons or manners. *OED*.

⁵ Robert Juck, sailmaker, he remained on board until paid off on return to Woolwich, 23 September. TNA ADM 38/9162.

attend at the opening of the Regimental Theatre: which invitation I shall feel proud of Complying with if duty or Sickness does not prevent me.

September

1st Tuesday Remarkably fine. Came onboard at 9 AM: went onshore on duty for an hour: Ship caulking. One of the crew attempted to swim onshore in the first Watch but was discovered and brought onboard by the first Lieut^t. I heartily wish he had got ashore and never come back again.

2nd Wednesday Fine: caulking Ship and otherwise refitting.

3rd Thursday Fine: finished Caulking.

4th Friday Very fine: commenced painting.

5th Saturday Fine. Went onshore for a couple of hours.

6th Sunday Most beautifull Day: "Divine Service". Sergeant Cameron 51st and two friends came onboard in the Afternoon and spent the Evening with me and happy I was to see them.

7th Monday Raining all Day.

8th Tuesday Raining. Went on Shore: Dined with the Sergeants of the 51st K O: Spent a very pleasant afternoon: attended the Regimental Theatre in the Evening and was much amused. The Theatre is neat & handsomely got up. The performance went off well. I had every attention paid to me by the Non Commissioned Officers and particularly by my old friend Cameron.

9th Wednesday Slight Showers. Remained onshore all Day and took long walk round Hobart Town in Company with S^t Cameron. Spent the Evening in the Canteen and Kept it up till a pretty late hour.

10th Thursday Rainy very hard Came onboard at 9 AM.

11th Friday Raining: Miscellaneous.

12th Saturday Fine: commenced painting outside.

13th Sunday Raining very heavy all day: a miserable Sunday to be in harbour.

14th Monday Tolerably fine. Went on Shore in the afternoon for a Couple hours.

15th Tuesday Very fine: painting. Went onshore in the Evening and spent it with Serg^t Cameron and a few military acquaintances Kept it up rather late.

16th Wednesday Extremely fine. Came onboard in the morning after breakfasting with my old friend. Painted Green inside:

Ship looking remarkably well.

17th Thursday Fine: finished painting: Showery throughout the night.

18th Friday Very fine. Went onshore in the Afternoon and had a walk round the Observatories and Government garden along with Serg^t Cameron 51st Light Infantry did not think there was so fine a garden in the Colony: came onboard at 8 PM.

19th Saturday Fine: Whitewashed Lower Deck.

20th Sunday Very fine: Ship looking remarkably well. Captain come onboard: Mustered: Divine Service. Sergeant Cameron & some friends came onboard and Spent the afternoon with me was happy in being able to make them comfortable.

21st Monday Very fine.

22nd Tuesday D^o. D^o. Went onshore for half an hour on duty in the afternoon.

23rd Wednesday Particularly fine. Went onshore in the forenoon, and in company with Serg^t Cameron 51st Dined with M^r Morris, the Keeper of the Regimental Canteen, who Kindly (after Dinner) volunteer'd his service to guide Serg^t Cameron and myself through the "Bush" up to "Mount Nelson" which is one thousand feet above the level of the Sea. We arrived at the Semiphore on the top after one hour & a half tolerably pleasant walk to "lovers of assent:" It however gave me a good warming. There is a most splendid view from the Signal Staff - all the Capes and Bays with "woodland and dell" for sixty miles round. Hobart-Town and the River Derwent Port Arthur and the Coal Mines are all plainly discernable from the Telegraph.

We took Tea with the Man in charge of the Telegraph and then descended. Spent the Evening very pleasantly in the Canteen: and ultimately Slept there.

24th Thursday Fine. Came onboard at 8 AM: commenced watering Ship.

25th Friday Fine. Went onshore on duty: the Anniversary of Sailing from Merry England. I am very thankful for the good health I have enjoyed for the first year and sincerely hopes we may all enjoy as good for the Subsequent.

26th Saturday Squally with heavy Showers.

27th Sunday Fine: Divine Service. Went onshore after Dinner had a long walk and Spent the Evening very pleasantly with my Old Friend Cameron: took a prominent part in making a match in the Marriage Line.

28th Monday Mild with Spring Showers. Came onboard at 8 AM.

29th Tuesday Light Spring Showers: Miscellaneous.

30th Wednesday Fine: the Last Day of the first month of Spring in Australia: taking in Bread.

October

1st Thursday Showery: nothing extra.

2nd Friday Very warm. Went onshore in the afternoon and had a pleasant walk round the Suburbs: came onboard at 8 PM.

3rd Saturday Showery. Ship visited by Lady Franklin (and other Ladies) the wife of Governor Sir J Franklin¹.

4th Sunday Fine: Divine Service: expected some friends onboard got disappointed.

5th Monday Very fine.

6th Tuesday Fine. Went onshore in the afternoon: had a couple Games of quoits in the Barracks came onboard at 8 PM.

7th Wednesday Fine. Went to the Police Office in the Morning to claim two Deserters from the Ship, that were apprehended in the "Bush": brought them onboard, they are no acquisition to the ship².

8th Thursday Fine very warm. A very disagreeable circumstance occurred last night: three Seamen onshore attacked a constable, Knocked him down and ultimately Robbed him of one Dollar. The Captain is very much exasperated to think three of our men would be guilty of such a disgraceful transaction: they are at present in Custody of the Civil power which I hope will deal with them according to the Merits of the case.

9th Friday Squally. The above men committed to the Sessions.

10th Saturday Boisterous: Miscellaneous.

11th Sunday Fine: Divine Service. Went onshore in the afternoon: Walked to Newtown Bay³, where the worst Gang of chain convicts in the Colony is sent: it is a most beautiful Bay and the Land all round is in a high state of Cultivation. Returned and took Tea with the Commisary Sergeant and my old friend Cameron came onboard at 8^o Clock.

12th Monday fine Stiff Breeze. In the afternoon the Governor and Suite went onboard the Erebus in State: Erebus Manned Yards: both Ships fired a Salute. Party of Marines went onboard Erebus to form a Guard. Governor & Suite Dined onboard⁴.

13th Tuesday Very fine. Went onshore for an hour in the forenoon.

¹ Sir John Franklin (1786–1847) joined the Navy in 1800 and saw service at the battle of Copenhagen (1801). He sailed in *Investigator* with Matthew Flinders for the survey of New Holland (Australia) and on the way home in *Porpoise* was wrecked on the coral reef near Cato Bank. He was in *Bellerophon* at Trafalgar (1805) before being confirmed Lieutenant 11 February 1808. In command of the hired brig *Trent* he accompanied Captain Buchan, HMS *Dorothea* on a voyage of exploration in the vicinity of Spitsbergen. Thereafter he undertook two expeditions overland, the first to locate the position of the mouth of the Coppermine River and survey the northern coast of Canada in its vicinity, and the second in 1825 to cooperate with Captains Beechey and Parry in a search for the north-west passage. He was promoted Captain on 20 November 1822 on his return from the first expedition and Knighted after the second. He was appointed Lieutenant Governor of Van Dieman's Land, January 1837 and held the post until November 1843. His attempts to establish a representative assembly and improve social and educational facilities were unpopular with the Government from whose point of view his governorship was at best unsuccessful and at worst disastrous. He was however popular among the colonists, both settlers and convicts, for his sense of justice and compassion. He ended his life, 11 June 1847, in command of the *Erebus*, with Captain Crozier in the *Terror*, in an other attempt to find the north-west passage (which sailed in 1845), before the ships were abandoned on 22 April 1848. *DNB*, Cyriax, *Sir John Franklin*. O Byrne, *A Naval Biographical Dictionary*.

² Cunningham's notes and the ship's log record Thomas Farr & William Beautyman, deserters, brought on board by civil power. TNA ADM 55/133. They subsequently deserted again, William Beautyman on 19 October 1840, and Thomas Farr on 8 November 1840, both in Hobart. Cunningham's notes indicate that Farr was forgiven his first desertion and the Muster List shows that he was re-engaged on 14 October. TNA ADM 38/9162.

³ Latitude 42°51'S, Longitude 147°19'E.

⁴ *Hobart Town Courier and Van Diemen's Land Gazette*, 16 October 1840. The party consisted of Sir John Franklin and Lady Franklin, Mr and Miss Cracroft, Revd Mr Bedford and Lady, Colonial Secretary, Capt Moriarty [the Port Officer] and Aide-de-Camp.

14th Wednesday Windy. At 5 PM the Governor and Suite came onboard in State: both Ships fired a Salute: both Parties of Marines formed a Guard. Governor &^c Dined onboard¹.

15th Thursday Commenced Victualing. Went onshore on duty in the Afternoon.

16th Friday Victualling: commenced raining very hard in the afternoon. Went onshore at 9 PM in consequence of a Swimming onshore:² was just minutes Late else I should have caught him: had a good warning. Came onboard at ½ p^t 10 PM.

17th Saturday Victualing: raining very hard all Day. Went onshore in the Evening for one hour.

18th Sunday Fine: Light breezes: Divine Service. Spent Evening onboard: in the first watch wrote a letter to Spain to old comrades.

19th Monday Fine: Miscellaneous.

20th Tuesday Fine: got lines out: and swung³ Ship.

21st Wednesday Squally: compensation money paid. A Whaler coming in got caught in a Squall of Wind and carried her Main & Mizen Topmasts over the Side: her main Topsail Yard was hanging across the Main Stay: in all She looked a complete wreck. It was the work of two minutes.

22nd Thursday Fine with Light winds. Went onshore a couple of hours in the afternoon a Shopping: everything very Dear.

23rd Friday Extremely fine: Sent Marine returns home.

24th Saturday Very warm. An serious accident occurred onboard the Erebus in the Evening attended with loss of life. The Captⁿ of the Hold "Ed^d Beadle"⁴ was employed in the Hold Drying Tanks with Charcoal and was found Smothered in one of them⁵. He was a man universally respected by both Ship Companies. Went onshore at 9 PM on Duty after a Deserter: apprehended him.

25th Sunday Showery & Muggy. All hands went onboard the Erebus to hear "Divine Service", preached by the Reverend M^r Bedford. His discourse was Sound and Reasonable and I may say edifying. Went onshore and Dined with my old particulars Serg^{ts} Cameron and Nerton: walked out to the orphan School which is a most beautifull building and apparently well Conducted. Came onboard at 8 PM.

26th Monday Fine: Watering and Victualing. Some Letters from England came onboard.

27th Tuesday Fine. At 10 AM The funeral our departed comrade took place and a Most respectable one it was: all the Boats of the expedition followed the Corpse in line with thier ensigns & pennants flying half Mast. The Band and Bugles of the 51st with a party of followers, Met us at the Landing place. The "Marines" of Ships formed the firing party. The funeral moved to S^t Andrews Church⁶ followed by all the Officers and Men of the expedition and a vast Number of the inhabitants. After churching the Corse was interred in an eight foot Grave. The Coffin was of the best English Oak polished and very handsomely mounted. It was the first English Oak Coffin that had been interred in the Church Yard and excited considerable admiration. On the whole the Getting up of the funeral deserved great praise and much credit is due to the Officers for thier Kind attentions.

28th Wednesday Fine and very warm Watering Ship. Three of the Ships Company who was in prison were tried and honorable acquitted which very well pleased every person as it rid us of the Stain of Theft⁷.

¹ Ibid. The party consisted of Sir John Franklin and Lady Franklin, Miss Cracroft, Solicitor General and Lady, A C G Maclean and Lady, Major Mainwearing, Captain Moriarty and Aide-de-Camp.

² W^m Beautyman.

³ See Appendix 10.

⁴ This was Edward Bradley, Captain of the Hold.

⁵ *Hobart Town Advertiser*, 30 October 1840, p. 2. The inquest on Petty Officer Bradley recorded a verdict of accidental death by suffocation. He had apparently fallen into the fire and had one hand burnt off together with a hole in his side.

⁶ *Hobart Town Advertiser*, 30 October 1840, p. 2, says this was Saint David's Church.

⁷ *Hobart Town Advertiser*, 30 October 1840, p. 2. The three sailors were charged with assaulting and robbing constable Boodle of 4s 4d. The witness said they set upon him, hit him and turned his coat over his head, rifled his pockets and robbed him of one dollar. Lieutenant McMurdo gave the three sailors an excellent character. The witness proved unreliable. The sailors were acquitted, and the witness was committed for trial for perjury at the next sessions. '

29th Thursday Fine. Went onshore in forenoon. A Grand Ball given by the inhabitants to the Officers of the expedition. The Long Room in the Custom was prepared for the purpose and by all accounts in a most Splendid manner: on the outside there was a Device on which was V Crown A. underneath E Anchor T (meaning Erebus & Terror) lit up with beautiful variegated Lamps. Dancing was Kept up till long after day light. Completed watering & Victualling.

30th Friday Cloudy. Went on Shore in the forenoon: making Slight preparations for Sea.

31st Saturday Cloudy. Went onshore in the Evening: Spent the night with my old particulars at the Military Canteen: came onboard at 5 AM.

"November" 1840

1st Sunday Fine: Divine Service. Spent a very solitary sunday. Large Dinner party in the Cabin.

2nd Monday Very warm. Received an invitation to Dine with the Sergeants 51st Light Infantry on Wednesday.

3rd Tuesday Fine: Miscellaneous.

4th Wednesday Fine. Went onshore and Dined with the Non Commissioned Officers of 51st Light Infantry: Spent a very pleasant Evening came onboard at 8 PM.

5th Thursday Guy Fawkes Day. The foundation Stone of the new Government House was Laid in the Paddock at 3 PM: The Band of the 51st attending, after which Lunch took place on the Green: both Ships were dressed with all thier colors and fired a Royal Salute: Ships looking well.

6th Friday Fine: bent Sails: preparing for Sea: liberty Stopped.

7th Saturday Completed with water: in Boats: got the Observatory onboard and otherwise getting ready for Sea.

8 Sunday Hazy: Divine Service: Ready for Sea.

9th Monday Wind unfavourable for Sailing: got Bullocks onboard.

10th Tuesday Raining: wind dead on end against us: Pilot onboard.

11th Wednesday Raining and blowing very fresh and Still unfavourable.

12th Thursday At 5 AM got under weigh: Erebus and Government Yacht in Company: a nice leading wind down the river. At one PM the Governor Sir John Franklin came onboard from the Yacht to bid us good bye. He is a nice fatherly old man and is much interested in our welfare: we manned the Rigging and gave him three hearty cheers, and one more for coming up. At 6 PM cleared the heads and Stood away ESE with a Slashing breeze. I must say during my sojourn at Hobart Town that I received great Hospitality, and in all must give the Emigrant portion of Hobartions a good name. The prisoner portion I had nought to do with. I was sorry in parting with my old Military Companions of the 51st Light Infantry some of whom I hope I Shall meet again. Came on to blow very fresh in the night: reefed Topsails.

Raining very hard.

13th Friday Cloudy: Slashing breeze running right before it. Studding Sails low and aloft: Erebus in Company: carried away lower Studding Boom.

14th Saturday Squally and rainey: came on to blow very hard in the afternoon: Killed one of the Bullocks: had a nasty Job in Cutting him up: Erebus in company.

15th Sunday Very fine: Divine Service: a great quantity of Albatross flying about: Erebus in close Comp^y.

16th Monday Particularly fine: wind right aft: Studding Sails both sides: aird Bedding and Scrubbed Hammocks. Passed a large School of Porpoises: Night air very cold: Erebus in company.

17th Tuesday Stiff breeze: very hazey all Day with Squalls.

18th Wednesday Slashing breeze: Squally with rain and hail: going 7 & 8 under her Topsails and foresail: air getting cool.

19th Thursday Squally with rain: hove too at Night being in the Vicinity of Land.

20th Friday Squally: Sighted Auckland Island¹ in the Morning watch: bore down upon it, and ultimately

¹ Ross, *Voyage*, I. pp. 137–8. 'Auckland Islands [Latitude 50°45'S, Longitude 166°05'E] were discovered by Abraham Bristow, commander of the ship Ocean, a southern whaler belonging to Messrs Enderby, on 18th of August, 1806, during a third voyage round the world, and is recorded in the log-book, from which, by the kindness of C. Enderby Esq., of Greenwich I am permitted to make the following extract:- "Moderate" and "clear": at daylight saw land, bearing west by compass, extending round to the north as far as N.E. by N., distant from the nearest part about nine leagues. This island or islands, as being the first discoverer, I shall call Lord Auckland's (my friend through my father)...@Captain Bristow again visited these islands in 1807 in the ship Sarah, also belonging to Messrs Enderby: he then took formal possession of them and landed some pigs, which have increased in numbers in a

anchored in¹ harbour at 2 PM after beating up four hours. It is a commodious harbour after you get up; the end channel is interrupted by Two Small Islands: the greatest portion of the Land appears to be covered with brush wood. There is also some tolerably high Trees. There is a great quantity of seabirds. On a green patch near the water Side abreast of where we Anchored there was a Staff and Red flag flying and a bottle containing letters at the bottom: also the remains of some huts built² by some former voyagers, and a Grave with a cross to mark the Spot.

21st Saturday Squally with rain: got the Observatories onshore³. There is some fish as a couple has been caught. Either the french or Yankies has planted some Vegetables which are thriving fast: came on to blow a gale of wind in the night.

22nd Sunday Gale continued all day with heavy Squalls of hail & rain: "Divine Service".

23rd Monday Tolerably fair: Observatories completed: heavy Squalls at Night with hail & rain.

24th Tuesday Squally with hail and rain: commenced Watering Ship.

25th Wednesday Heavy Squalls with hail & rain. Saw several Whales in the Bay: Some wild cats seen in the Bush.

26th Thursday Squally with hail and Rain: Several Whales in the Bay: rough night.

27th Friday Raining all Day & Night: Weather very disagreeable

28th Saturday Tolerably fine: went down the harbour, Shooting: had some fine Sport: Shot Several Albatros: a great many Penguins & Shag caught & Shot: had a desperate engagement with a large Seal. I broke my Fusil in endeavouring to Kill him. He made great resistance after having three Rifles Balls and a discharge of Shot in his head: he was SKinned and his head brought onboard: his heart and liver was most excellent eating. There are some very pretty Singing Birds in the Bush of a Small Dark color.

29th Sunday Fine: "Divine Service". A hunting party went onshore in the afternoon got plenty of Albatros, Penguins and other birds also some Eggs.

30th Monday Fine. Two Boats Crews and Some Officers went Seal hunting fishing and Shooting: brought 5 Seals and a Multiplicity of Birds of various Kinds: young Albatros off the Nest: only got three Small fish after hauling the Seine three times.

December 1840

1st Tuesday Fine for this part: SKinning birds all Day. Some person Set fire to the Bush in various parts which Spread and at night had a most beautifull effect some parts looked like an illumination other like Streets and tiers of Gas Lamps in perspective and various other handsome figures⁴.

2nd Wednesday Squally with rain: employed SKinning birds all day. Some Goats Pigs & Sheep landed and left on the Island for breeding or otherwise⁵. Some wild Pigs Shot by the Erebus's.

surprising manner. ⁷

William Eden (1744–1814) was created 1st Baron Auckland (Ireland) in 18.11.1789 and Baron Auckland of West Auckland, County Durham, 22.5.1793. He had a distinguished career as a Member of Parliament, Ambassador and President of the Board of Trade (1806–7). Mosley, *Burke's Peerage*.

¹ Laurie Harbour. Ross, *Voyage*. I. p. 132.

² See note to 3 December, below.

³ Astronomical, magnetic and tidal observations were taken. Ross, *Voyage*, I. pp. 152–3. Ross also wrote a report to Sir John Franklin on the suitability of both Auckland and Campbell Islands for a future penal settlement. He concluded that Auckland was very suitable and Campbell Island slightly less so, but advised that a further inspection should be made since he was not familiar with all the requirements for such a settlement. UKHO OD 293.

⁴ Ross, *Voyage*, I. p.153. Some of our officers finding it very laborious walking through the dense brushwood in their way to the western hills, opened a road by setting fire to the dried grass and sticks, which being fanned by a strong breeze, spread with great rapidity in all directions, burning a great part of the wood near which our Observatory was fixed; but fortunately did not approach to within half a mile of it. The whole country appeared in a blaze of fire at night. The scene as viewed from our ships was described as one of great magnificence and beauty. It was nevertheless a thoughtless prank, and might have been productive of great mischief, besides destroying so much valuable wood. ⁷

⁵ Sheep, pigs, poultry and rabbits together with cabbage, turnips, mustard and cress, radish and other seeds, and goose-berry and currant bushes, raspberry and strawberry plants were distributed over the island by parties from *Erebus* and *Terror*. Ross, *Voyage*, I. p. 151.

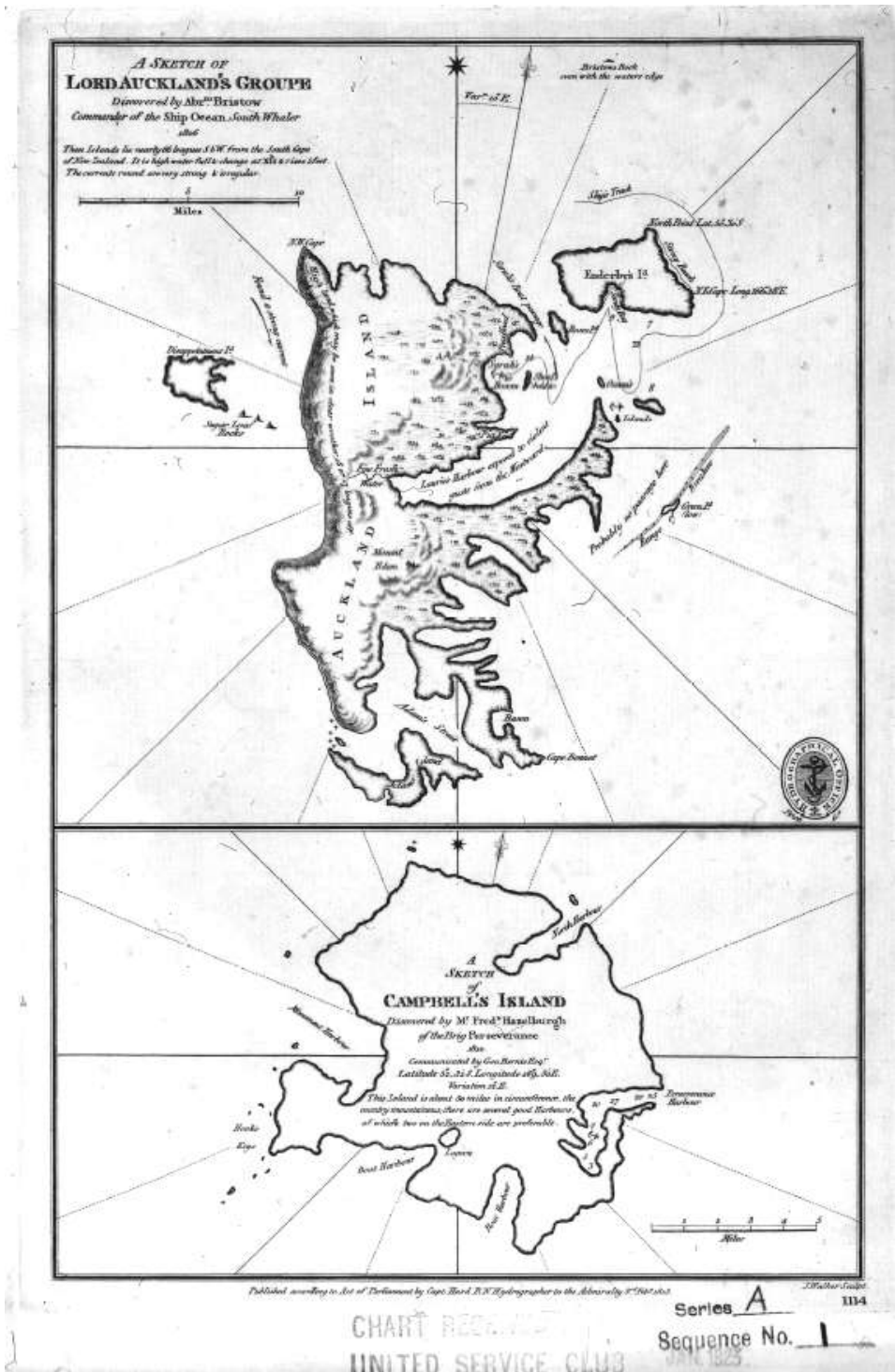


Fig. 15. Chart of Auckland Island and Campbell Island, 1823. Courtesy UKHO. OCB 1114 A1.

3rd Thursday Squally with light Showers of rain. Went onshore to wash. Saw Some beautiful P¹ in the bush. In looking round fell in with the Grave of a Frenchman with a cross over it and the following inscription in french:

"Cigit"

Armand Francois

- Reg^{nt}. Mort le 14 Mai 1839 -²

cut [in] the cross. The Doctor³ Shot a fine Wild Sow which appeared to have recently been giving Milk. Came on to blow very hard in the Evening with rain and Sleet: wind continued all night.

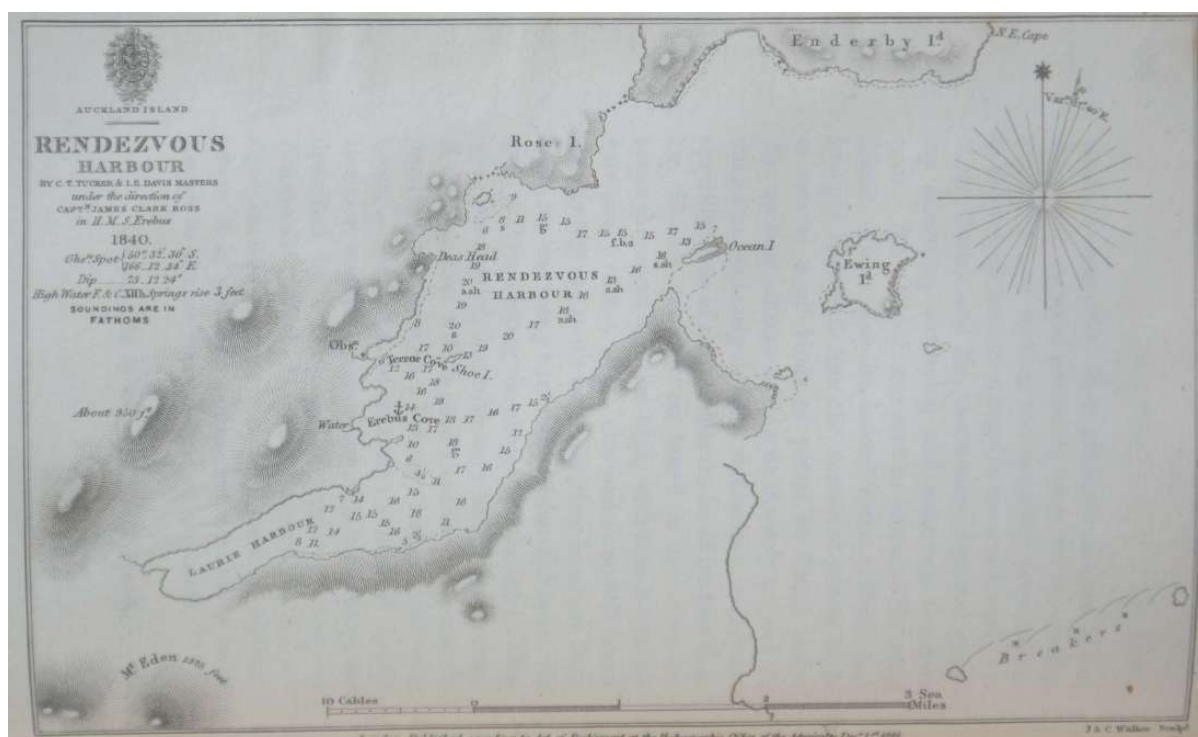


Fig. 16. Rendezvous Harbour, Auckland Island, from Ross, *Voyage*, I. f.p. 153

4th Friday Blowing a gale all day: Miscellaneous.

5th Saturday Fine. Hunting party went down the Harbour got plenty of Game: lots of Albatros and one Seal.

6th Sunday Fine clear day: blowing rather fresh: "Divine Service".

7th Monday Blowing fresh with rain: Observatories brought onboard: preparing for Sea: By some means the Bullock we had grazing on the Small Island in the Middle of the Harbour got in the water and Swam to the Main Land a distance of above a Mile: by chance he was seen by one of the people and Consequently recover'd: otherwise had he got in the Bush the chances are we would have never seen him.

¹ Space left blank

² Cigit = Here lies. Reg^{nt} (régiment) possibly meaning a serviceman, or it might be Neg^{nt} standing for Négociant = Merchant. Two French whaling expeditions from Le Havre were in this area in 1839, one commanded by Antoine Le Bailly in the *Manche* which visited the Auckland Islands working out of Port Ross (the modern name of the bay in which *Erebus* and *Terror* were anchored), and the other under James Walch and Alphonse Doucet in *Adèle and Harmonie*, which constructed a hut in Port Ross. Headland, *Chronological List*, p. 146. It would seem probable that Armand Francois was from one of these expeditions, since the only other possible expedition, that of Dumont D'Urville in *Astrolabe* and *Zélée* was not in this area in May 1839.

³ Presumably John Robertson the ship's surgeon, although it might have been the assistant surgeon David Lyall.

8th Tuesday Fine nearly a calm: Swung¹ Ship: Killed our bullock: preparing for Sea: came on to rain at night.

9th Wednesday Raining all day with a dense fog: rain continued all night.

10th Thursday Raining all the fore part of the day: cleared up in the Afternoon: hunting party went away brought plenty of Game with them.

11th Friday Morning fine: unmoored Ship at 5 AM: Shortened in: came on to blow veered cable again: in the afternoon Sudden Squalls with rain.

12th Saturday Got under weigh at 5 AM: Erebus in Company: a most beautiful Morning: middle of the day hazy: Evening fine, wind right aft: "Spliced Mainbrace": a few Sea birds flying about.

13th Sunday Fine: Sighted Campbells² Island at 7 AM: commenced beating up the Harbour at 10 and continued beating until 6 PM when Ship got aground in Stays, on a reef that runs out: hove her aback³ and got an Anchor out astern and used every other means in our power to get her off but of no avail as the Tide was ebbing: commenced pumping the fresh water out of the Tanks to lighten her and continued all night: at ½ past 3 AM of the 14th Succeeded in getting her off without any injury at high water and safely Anchored her after which the people turned in for a few hours rest - a thing which they much wanted. The Erebus Kindly sent her boats to assist us herself having touched twice in getting [in]: the after part of the [day] clearing up the Ship and watering: got the small observatory on shore. It is a fine harbour about four mile up with deep water close in to the shore all the way up except where the reef runs out. The Land is very high on both sides covered with broom and in all a very handsome place: a vast quantity of albatros all along the coast and at the entrance of the Harbour. Some Thousands of Penguins ranged along like Soldiers: there is plenty of runs of fresh water.

15th Tuesday Fine: filled up with Water. Went onshore Shooting: had a very fatiguing Days climbing over the Hills & through the Bush (yet withal pleasant) fell in with birds of no description Save Albatros on thier nexts, got plenty of Eggs from them. Observatory came onboard in the Evening.

16th Wednesday Fine: Miscellaneous.

17th Thursday Morning wet & windy: got under weigh at 9 AM with a fine breeze Stood away to the Southward: Erebus in close company.

18th Friday Fine breeze going under Snug Sail.

19th Saturday Hazy with rain: a calm in the Evening with thick rain.

20th Sunday A very uncomfortable day: blowing fresh with a very heavy Sea on: obliged to be battened down Ship rolling heavily and taking Green Seas right over her.

21st Monday Fine: heavy Sea on: Sounded: hardly any night discernible: Erebus in close Company. A Strange contrast between the 21st of December here and England; here we have it all daylight there only a few hours.

22nd Tuesday Nearly a calm all day: one of the Erebus's Cutters came alongside: air cold light fall of snow in the afternoon.

23rd Wednesday Light Squalls with Snow. Seen a few Penguins in the forenoon which looked as if there was land in the Vicinity it being rather an unusual thing to see them so far at Sea. Drawing near the 60th Degree of Latitude: can percieve no Night and only a couple of hours twilight, which makes it rather pleasant: Erebus in close company closed hauled: breeze Top Gallants.

¹ See Appendix 10.

² Latitude 52°32'S, Longitude 169°11'E. Discovered in 1810 by Captain Frederick Hasselburgh, in the brig *Perseverance*, and named by him for his employers, Robert Campbell and Co. of Sydney. Bailey and Sorensen, *Subantarctic Campbell Island*, p. 7.

³ I.e. braced the sails so that the wind was on their forward surfaces in order to make the ship go astern.

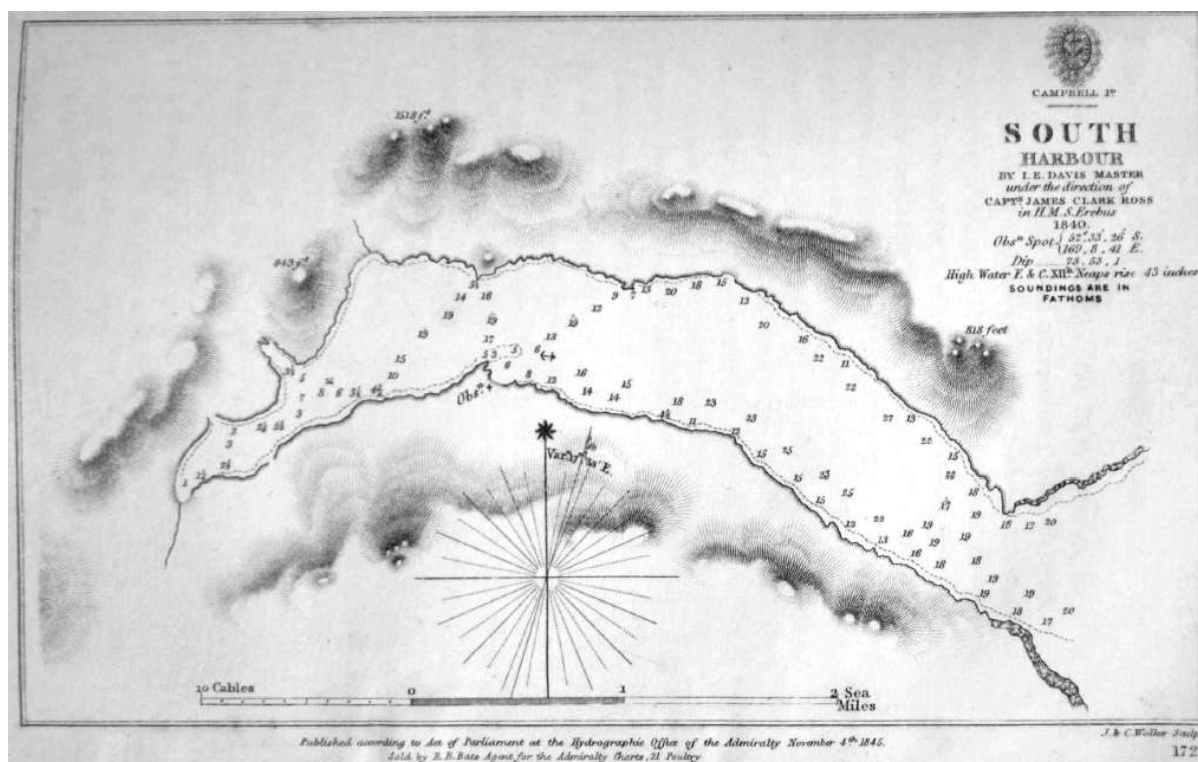


Fig. 17. South Harbour, Campbell Island, from Ross, *Voyage*, I. f.p.156.

24th Thursday Christmas Eve: a very fine day, and Spent pleasantly.

25th Friday Christmas day: a very disagreeable Day: blowing and raining very hard all day: Ship "hove too" under close reefed Mⁿ Topsail Fore Sail & Storm Staysail. Spent the Day as comfortably as could be expected under existing circumstances; had plenty to Eat & Drink.

26th Saturday Weather Still hazy with a Strong breeze and light rain Ship "hove too": Erebus in close Compy^y.

27th Sunday Blowing a gale with Sleet & rain: Tremendous Sea on: Stove Q^r Boats: obliged to get one of the Whale Boats inboard: the other nearly broke in two halves. Laying too: Battened down fore & aft: Sea washing clean over her: a most miserable Sabbath.

28th Monday Fine: made Sail. In the Evening Sighted & passed several Ice Bergs: one a very large one I Should Say 12 miles in circumference and a hundred feet above the level of the Sea; it was Something after the Shape of a dismasted Ship: a light Snow Squall off it. Erebus in close company. continuous daylight: Thermometer 2 points below freezing.

29th Tuesday Very fine: passed a great many Icebergs, some very Small Some very large: becalmed in the Afternoon: Horizon very clear. Saw Several black Whales some very large.

30th Wednesday Fine: Light Wind and Mild partially becalmed. Captⁿ went onboard the Erebus: a few Icebergs: a few Solitary Sea bird hovering round: Saw one whale. Sounded: got Sounding with 1540 fathoms Spun Yarns.

31st New Years Eve Fine Stiff breeze in the forenoon: light winds in the Afternoon: passed a few Icebergs mostly very large: in the Evening Saw a quantity of broken Ice to Leeward. In the Afternoon got within the Antarctic circle: being farther South than either "French" or "Yankies"¹ and still having every prospect of an open Season. At ten minutes before 12 PM the Sun began to emerge from below the horizon as if it were to welcome in the New Year. At 12 the hands were turned up to "Splice Main Brace" and welcome 1841.

¹ Ross, *Voyage*, I. p. 113. The most interesting news that awaited us on our arrival at Van Diemen's Land related to the discoveries made, during the last summer, in the southern regions by the French expedition, consisting of the *Astrolabe* and *Zelée*, under the command of Captain Dumont D'Urville, and by the United States expedition, under Lieutenant Charles Wilkes, in the frigate *Vincennes*. 'Ross goes on to detail the discoveries of the French expedition and his appreciation of Wilkes's writing to him and sending him a chart of his discoveries. *Ibid.* pp. 114-6.

- January 1841 -

1st Friday Fine: passed a great quantity of broken Ice and Several Large Icebergs. Had a new Suit of Box cloth Issued to each man with Water Boots comforters Boot Hose &^c which I consider a very handsome New Years gift. "Spliced "Main Brace": Capⁿ Ross came onboard in the afternoon for a Short time. A great quantity of Snow Ice floating about and Several Icebergs: close hauled and tacked Several times. Spent a very pleasant and comfortable Day, considering every thing. Stood in for the Ice in the first watch but could not penetrate: A number of Whales seen one Seal.

2nd Saturday Foggy with light rain Sleet and Snow: Stood close in to the edge of the Ice but found no apparent Inlet, the body of it being of great extent; a large quantity of drift Ice which made our bones rattle again, blowing fresh in the afternoon.

3rd Sunday Foggy: wet and blowing: "Divine Service": at Divisions the people mustered in thier new clothing and looked remarkably well and Healthy. Passed some very large Icebergs: some Ice Birds all White: one or two Whales Spouting in the Afternoon.

4th Monday Fine: the afternoon and Evening particularly So. At one time there was fifty eight large Ice bergs in Sight besides Small ones some of them very fantastically formd and presented a most romantic appearance. The Horizon extremely clear the Sun well above it at 10 PM. Close hauled. Erebus in close Company: Steering ESE.

5th Tuesday Fine: fresh breeze. Made the Edge of the Ice at 8 AM entered; passed through Several drifts of Hummocky Ice Some packed very close and miles through: passed through Some fine leads of open water got the Anchors Stowed flukes inboard: some of the drift Ice gave us very clumsy cracks on the bows, but without injury. Seen two or three Seals laying asleep on the drift Ice very comfortably; two Penguins passed on another piece. This is very pretty Sailing requiring great tact and nicety in Conning the Ship through the Ice: the Horizon very clear. The principal portion of the Ice appears to [be] Snow Ice and in a rotten State.

6th Wednesday Fine: fore part of the Day fell in with Some good leads of clear Water: in the afternoon was obliged to heave too in consequence of falling in with the Ice so close packed we could not penetrate. The Captain went onboard the Erebus and one of the Boats crew nearly lost his life by falling overboard having a great quantity of clothes on and the water being extremely Cold. He got chilled and was just Sinking at the moment he was picked up¹. Laying too all night: Seen great many Penguins on the Ice of a different Specie to any we have Seen at any of the Islands.

7th Thursday Fine: Laying too all day. At 8 PM the Ice began to open to the Southward: Made Sail: Ice apparently breaking up fast: Some Penguins on the drift Ice: passed Some Pancake Ice -Ice which is of fresh formation². Lay too the after part of the Night.

8th Friday A dead calm: Laying too all the forenoon, in the Afternoon got an Ice Anchor out and made fast to a berg. Seen a very large Seal on the Ice at a Distance; went in the Gig to capture him, on approaching the Ice berg on which he was he merely raised his head and looked at us as if he was amased. I was first on the Ice and Struck him on the Head with a handspike which Knocked him down after which the 2nd Master put a ball though his head. He bled profusely: got him in the boat and brought him on board. Capⁿ Ross came onboard and after examining him Said it was a different Specie to any he had Seen could not find any ear or organ of hearing³: it measured 8 feet 6 Inches in length: to be preserved as a Specimen. Made Sail at 8 PM: Seen a great many Penguins on the Ice Some of which was Shot and brought onboard. During the night the Ice entirely cleared away

¹ Ross, *Voyage*. I. p.179. 'One of the boat's crew fell overboard, and although quite unable to swim, he floated on the surface without an effort until picked up by one of our boats, no worse for his cold immersion. McCormick, *Voyages*. I. p. 148. At nine p.m., as the boat was being hauled up alongside, .. one of the *Terror's* crew fell overboard from the gangway; the life-buoy was immediately let go, and the port-quarter boat lowered, into which, being on deck at the time, I jumped as she was in the act of being lowered in the falls, and afterwards from her into the *Terror's* boat, which had just picked up the poor fellow only a short distance astern of the ship. After changing his wet clothes, and getting him between warm blankets, and into a hammock, he soon recovered from the effects of his more than usually cold bath. We fortunately were hove-to at the time, in an opening of water amongst the ice.'

² Modern definition from Armstrong, *Illustrated Glossary*. p. 31. Pancake Ice. Pieces of *new ice* usually approximately circular, about 30 cm to 3 m across, and with raised rims due to the pieces striking against each other. '

³ Confirmed by Dr Robertson who dissected it. Ross, *Voyage*, I. p. 181

9th Saturday Blowing very fresh: no appearance whatever of Ice: a heavy Sea on. Topsails close reefed. It appears to me that the Ice we have passed is a barrier of drift Ice, which has been blown away with the heavy winds. In the afternoon and Evening blowing very hard: Sea apparently Rising: Weather thick with hail & Sleet: in the first watch blowing almost a gale.

10th Sunday Blowing fresh in the forepart of the Day: Moderated in the afternoon: Made Sail: Evening very fine: in the 70th degree of Latitude. No appearance of Ice which gives us good heart: Seen Several Penguins Jumping and one Whale Spouting: close hauled.

11th Monday At 3 AM Sighted very high land ahead capped with Snow. Stood for it and did not get close to it until 8 PM: it must have been at least 60 miles from us at first sight¹. It appears to be a large tract of land principally of a towering height: void of all verdure and nearly all covered with Snow. There is a



Fig. 18. View of Victoria Land, by J. E. Davis, second master HMS *Terror*. Courtesy UKHO. Folio 7c p.52

great quantity of Ice adhering to it and some very large "bergs" cannot say what it will be called² as its extent is not ascertained yet and no boat been ashore. Standing off & on: at at night Kept away and Stood down to Leeward running along the Land.

12th Tuesday Hazy with Sleet and Snow. A boat from each [ship] effected a Landing and took possession in the name of our gracious Majesty hoisting the English Colors &^c and drinking the Queens health³. The Shore was literally covered with Penguins Some of which was brought onboard⁴. There are several Islands &

¹ Ross, *Voyage*. I. p. 183. '... soon after 2 A.M. the officer of the watch, Lieutenant Wood, reported that the land itself was distinctly seen directly ahead of the ship.

It rose in lofty peaks, entirely covered with perennial snow; it could be distinctly traced from S.S.W. to S.E. by S (by compass), and must have been more than one hundred miles distant when first seen.

The highest mountain of this range I named after Lieutenant-Colonel Sabine, of the Royal Artillery, Foreign Secretary of the Royal Society, one of the best and earliest friends of my youth, and to whom this complement was more especially due, as having been the first proposer and one of the most active and zealous promoters of the expedition. '

² Ross, *Voyage*. I. p. 248. The whole of the great southern land we had discovered, and whose continuity we had traced from the seventieth to the seventy-ninth degree of latitude, received the name of our Most Gracious Sovereign Queen Victoria, as being the earliest and most remote southern discovery since Her Majesty's accession to the throne. ' Shown on the chart in Ross, *Voyage*. II. at end as South Victoria, and now called Victoria Land.

³ Ross, *Voyage*, I. p. 189. The ceremony of taking possession of these newly-discovered lands, in the name of our Most Gracious Sovereign, Queen Victoria, was immediately proceeded with; and on planting the flag of our country amidst the hearty cheers of our party, we drank the health, long life and happiness of Her Majesty and His Royal Highness Prince Albert. The island was named Possession Island. It is situated in lat. 71°56'S, and long. 171°7'E. '

⁴ Robertson, A few General Remarks, pp. 42-5. 'A signal from the *Erebus* announced Captain Ross's intention to land. Captain Crozier and a few of the officers were soon on their way to the shore ... a rapid current was found sweeping through the channel which divided the islands; it carried with it heavy streams of ice, agitating the sea in the most tumultuous manner, and presenting a surface similar to that of the Portland race in a fresh gale. This rendered the situation of the boats far from agreeable: ... At this stage of our progress the chiefs of the expedition consulted on what was best to be done, and determined to run to leeward of the western island. Ere we had gone far we were fortunate enough to find an opening through the outer stream of ice, which the boats immediately took ... the boats reached the shore at noon.

When some distance off shore, our olfactory nerves had been most offensively assaulted by certain effluvia from the land, the cause of which we could not then define; but, on mounting the icy cliffs, it became apparent that it proceeded from numerous carcasses of young penguins, which lay in a state of putrefaction all around, together with an immense accumulation of the birds' dung, probably some feet, or even yards, in depth.

No description of mine can give an adequate idea of the spectacle which awaited us here; the whole surface of the island

Rocks detached but the extent of the Land is not ascertained as you could see mountains rising above the clouds as far the Eye could carry you. 2 PM Stood away to the Northwards and Eastward: Erebus in close Company.

This is furthest Land discovered to the Southward it being in 72 South.

13th Wednesday Blowing almost a gale: close reefed Topsails & courses Tacking off & on the Land:¹ heavy Sea on. Dined off one of the Penguins and very fine it was - it was cooked in a Sea Pie had no taste whatever of fish as some of them had I have eat.

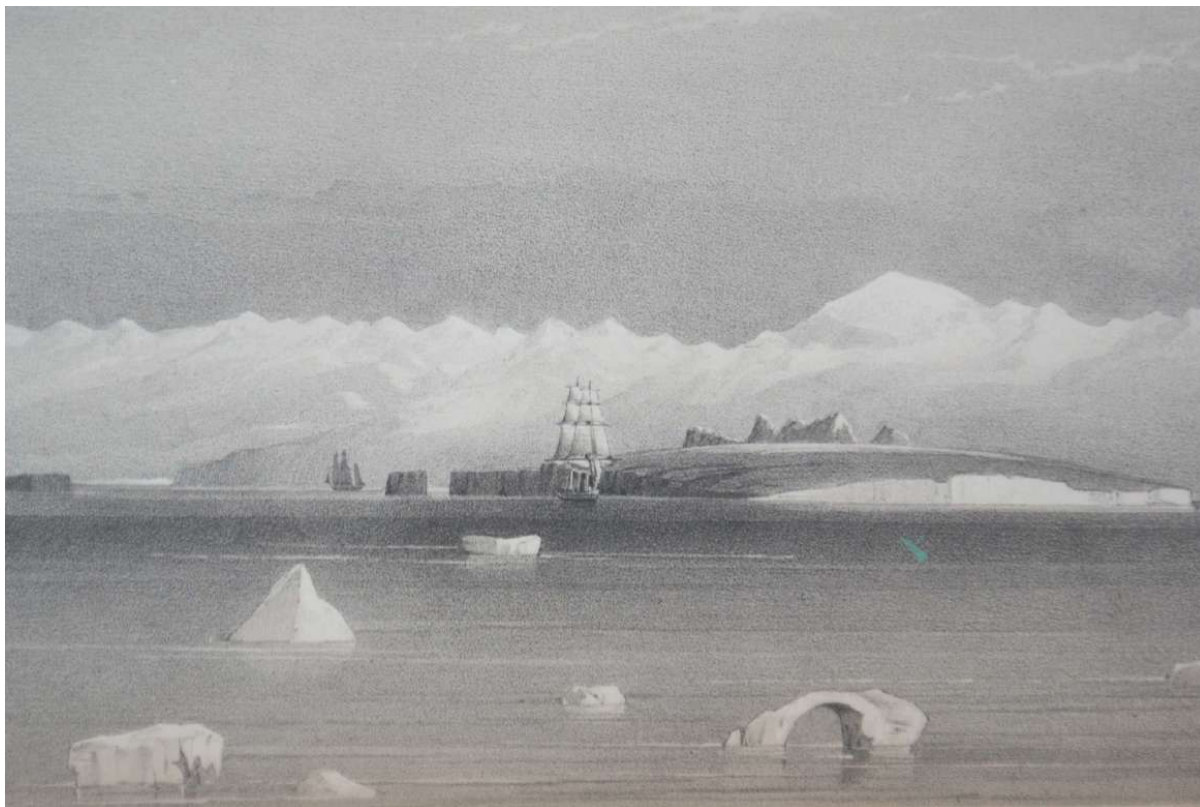


Fig. 19. Mount Sabine and Possession Island, Discovered 11th January, 1841, From Ross, *Voyage*, I. f.p. 183.

14th Thursday Blowing hard [all] day heavy sea on: beating off the Land: moderated a little in Evening: seen several Whale and a few Penguins.

15th Friday Fine: Stiff breeze endeavouring to beat to windward of the Land, but gaining very little. When the Sun Shine on the Land it has a very Splendid appearance. It being of such a great height and entirely clad in Snow with numerous Small Islands detached from the main body - I may call them Rocks.

16th Saturday Blowing fresh: heavy Sea on: very cold: beating off the Land hardly holding our own: wind freshened in the afternoon reefed foresail & Topsails. Freezing very Sharp: every Rope frozen and Icicles hanging from all the Rigging and Gear: Ship labouring a good deal.

17th Sunday Breeze moderated at 10 AM Made Sail: turned out very fine in the afternoon & Evening: Ship Stretching along the Land, but not gaining Much. Seen one Whale Spouting, and one Solitary Penguin. This

being one mass of living creatures (*Aptenodytes*). Old and young were squatted on the ground in numerous groups, and so thickly packed, that it was almost impossible to move a foot without treading on them.

‘We were not long on shore before we were called from our various occupations to assist in a very interesting ceremony, namely, that of drinking Her most gracious Majesty’s health, and taking possession of this Antarctic land, in Her Majesty’s name.’

¹ C. J. Sullivan, SPRI MS 367/22 ‘We made Mount Sabrina [Sabine] Rising Gradually from the Sea Shore to the Enormous height of Sixteen Thousand Eight Hundred and ninety feet high [11,883 ft. *Antarctic Pilot* p. 240]. I could compare it to nothing Else but the Spier of a Church drawn out to a regular taper point Protruding through the Clouds.’

has been the first fine Sunday afternoon we have had since we left Hobart Town.

18th Monday Fine: Sounded got Soundings¹: tacked Ship: nearly in the 73rd degree of Latitude Air very cold.

19th Tuesday Very fine: forenoon a calm which brought a fair wind in the Afternoon and we stood away before it with Royals & Studding Sails low & aloft, both Sides, a thing we have not lately done. Standing along the Land which Still continues to run about the Same height as when we first sighted it. Passed a high [cape]² in the first Watch from the foot of which the land gradually rises again, and near as far as the Eye will carry & and entirely clad in Snow.

20th Wednesday Wind very Variable. Still tracking along the Land: weathered a high Cape in the first Watch: passed a field of Ice in the Morning. This Day the Midship Bins was removed which makes the lower [deck] much more comfortable and Roomy in fact it is not like the same Deck.

21st Thursday Very fine: tacked off & on the Land: in the 74th degree of Latitude. In the first Watch a Seal came up along the Ship and actually tried to climb up the side. He came up several times and at last got wounded with a rifle ball.

22nd Friday Stiff breeze: tacking off the Land: breeze freshened in the first watch.

23rd Saturday Very rough with Snow & hail. Spliced "Main brace" in the Evening in consequence of being farther South than any (Known) human being has been - which is "a feather in our Caps".

24th Sunday Weather very boisterous with Snow Sleet & hail: Ship rolling heavily and all the ropes froze. A very unpleasant Sabbath nearing the 75th degree of Latitude and water still open and no Ice in Sight: thought Land was seen ahead in Evening - but came on hazy.

25th Monday Fine: Stiff breeze: at 2 AM Sighted Land: Standing on on to it all day. It Seems a long tract of very high Land and covered with Snow. In the first Watch put about not far from the Land and there was a dense quantity of Ice adhering to it: in tacking rent the foretopsail unbent it & bent another: freezing very Keen.

26th Tuesday Tolerably fine but very cold working off the Land making a little Southing: an Small Island on the weather beam in the first watch.

27th Wednesday Fine: Sighted some Islands ahead the first of which the Captains Landed on and christened³ it giving three cheers and drinking the Queens health. It is a high Island Rock entirely covered with Snow except the Sea faces of it. The boats had hard work to effect a landing⁴: there was no birds of any Kind: it is nearly in 76 South. Passed Some very large Icebergs: got foul of a Small one which carried away our Dolphin Striker & BobStay.

¹ Ross, *Voyage*, I. pp. 199–200. 'Obtained soundings in two hundred and thirty fathoms, Small stones and shells with some pieces of coral and a crustaceous animal (*nymphon gracile*), common in the Arctic Seas, came up in the lead. .. The Terror which was less than a mile distant from us, having found only one hundred and seventy-four fathoms on a sandy bottom.'

² Cape Wheatstone, Ross, *Voyage*, I. p. 203. Latitude 72°37'S., Longitude 170°13'E.

³ Ross, *Voyage*, I. pp. 214–5. 'We proceeded at once therefore to take possession of the island in due form; and to the great satisfaction of every individual in the expedition, I named it 'Franklin Island;'' in compliment to His Excellency Captain Sir John Franklin, of the Royal Navy....

Franklin Island is situate in lat. 76°8'S., long. 168°12'E.'

⁴ Robertson, *A few General Remarks*, pp. 50–1. '... our chiefs being determined to effect a landing somewhere. After much examination, the only place likely to favour their desire was the trap dyke ... and to this the whale-boat was backed: but such was the rise and fall of the waves, that a landing was almost despaired of, when Captain Ross stood up in the boat, resting his hand on Captain Crozier's shoulder, and evidently resolved for a spring at whatever risk. ... and instantly springing upon the shelf of the dyke, he quickly succeeded in scrambling up the rock, whilst the angry sea dashed its spray upon his heels. It was now Captain Crozier's turn, and he, watching his moment with a seaman's eye, also got cleverly up the icy rocks clear of danger: but it was not so with many that followed; for not withstanding the kind-hearted Captain had considerably made one end of a line fast to a rock, and threw the other into the boat, to enable the officers to land with greater safety, two were overtaken by the waves, and had they not fortunately had hold or the line, they must have been washed away. A third, being less cautious, made his spring on the rock without taking hold of the rope; the sea caught him, and instantly overwhelmed him, to the great horror of all. On his reappearing, pale and exhausted, he was so close to the boat that one of the seamen caught him, and soon placed him safely amongst his many anxious shipmates.... Captain Ross ... instantly and authoritatively forbade all further attempts at landing.

It is due to poor Jack to state, that no sooner was the half drowned young man lifted into the boat, than the kind-hearted sailors had him stripped of all his wet clothing, each vying with the other who should be the first to divest himself of his flushing jacket, for his protection and comfort; and with the temperature of the air at 18E Fahrenheit, the sea being 30E.'



Fig. 20. Beaufort Island and Mount Erebus, Discovered 28th. January, 1841, from Ross, *Voyage*, I. f.p.216.

28th Thursday Very fine. Sighted Land ahead in the Morning of a very lofty appearance and on approaching it discovered in the highest Peak of it a Volcanic eruption. It would Shew first with a volume of Smoke, as dark as Pitch which would gradually become of a lighter hue and then the Flame would burst forth with great fury for some time, after which it would Subside for a few minutes and then reappear again. The Island is of a great height Peaky and entirely covered with Snow except the Sides of the burning Mountain which [are] black which I suppose is owing to the hot Lava issuing from the mouth of the Cratur and falling down its Sides. There is a valley between the two highest Peaks, in which there is a dense Labyrinth of Smoke [which] presents a very romantic feature in the general view of the Island¹. It lays in about 77 S L. 174 E Long^{e2}, and several other Islands in it vicinity; both Ships Kept away to Leeward of it and found a body of Ice

¹ Hooker, Notes, p. 271. The water and the sky were both as blue, or rather more intensely blue than I have ever seen them in the tropics, and all the coast one mass of dazzlingly beautiful peaks of snow, which, when the sun approaches the horizon, reflected the most brilliant tints of golden, yellow and scarlet; and then to see the dark cloud of smoke, tinged with flame, rising from the volcano in a perfect unbroken column; one side jet-black, and the other giving back the colours of the sun, sometimes turning off at a right angle by some current of wind, and stretching many miles to leeward! This was a sight, so surpassing every thing that can be imagined, and so heightened by the consciousness that we have penetrated, under the guidance of our commander, into regions far beyond what was ever dreamed practicable, that it really caused a feeling of awe to steal over us, at the consideration of our own comparative insignificance and helplessness, and at the same time an indescribable feeling of the greatness of the Creator in the works of his hand.'

² *Return to an Address of the Honourable The House of Commons dated 26 August 1841 - for, Copies of such Extracts from the Despatch of Captain James Ross from Van Diemen 's Land etc.* '... Still steering to the southward, early next morning, the 28th, a mountain of 12,400 feet above the level of the sea was seen, emitting flame and smoke in splendid profusion. This magnificent volcano received the name of Mount Erebus.

It is in latitude 77°32'S. and longitude 167°E.; an extinct crater to the eastward of Mount Erebus, of a somewhat less elevation, was called Mount Terror.'

adhering to it and running away in a Southerly direction as far as you could See. To look along it you would think it was a high wall built in the Ocean: I should think it was fifty feet high and looked grand in perspective. Sailing along it all night with Studding Sails Low & aloft. Night particularly fine Sun Shining Strong¹.

29th Friday Fine. Sailing along the great Barrier of Ice² all day: at 8 PM Wind shifted and we drifted [to] the Northward and lost sight of it: Several Whales Spouting.

30th Saturday Blowing very fresh and freezing very sharp: close hauled: several Whales Spouting.

31 Sunday Fine but very Cold Thermometers falling: passed some Large Icebergs, and a body of drift Ice: "Divine Service".

February

1st Monday Very fine: wind fair: Studding sails set: in the afternoon and Evening a number of Whales Spouting.

2nd Tuesday Particularly fine: fell in with a great deal of drift Ice, and a very high Barrier at 8 PM which obliged us to put about being at that time farther South than we had yet been - we were in about 78 S: very cold.

3rd Wednesday Tolerably fine: making Northing.

¹ C. J. Sullivan, SPRI MS 367/22. 'At the South East end of Mount Erebus and joining the Main Land of Victorias continent begins the Barrier or as I should call it natures handywork, in the evening we commenced running thinking from the Declination of the Barrier from the distant view from the Mast head that we may run it down by midnight. But as far and as fast as we run the Barrier appear^d the Same Shape and form as it did when we left the mountain. We pursued a South Easterly Course for a distance of three hundred miles But the Barrier appear^d the Same as when we Left the Land.'

² Ross, *Voyage*, I. pp. 228. 'In those regions [the Arctic] we have witnessed the almost magical power of the sea in breaking up land-ice or extensive floes of from twenty to thirty feet thick, which have in a few minutes after the swell reached them, been broken up into small fragments by the power of the waves. But this extraordinary barrier of ice, of probably more than a thousand feet in thickness, crushes the undulations of the waves, and disregards their violence: it is a mighty and wonderful object, far beyond any thing we could have thought or conceived... Soon afterwards several icebergs were seen ahead of us: they were chiefly of a tabular form, perfectly flat on top, precipitous in every part, and from 150 to 200 feet high: they had evidently at one time formed part of the barrier, and I felt convinced, from finding them at this season so near the point of their formation, that they were resting on the ground. The lines were immediately prepared, and when we got amongst them at 3 A.M. the next morning we hove to, and obtained soundings in two hundred and sixty fathoms, on a bottom of stiff green mud.'



Fig. 21. HMS *Terror* standing along the Barrier, by Commander G. W. G. Hunt, RN.

4th Thursday Fine but very cold Thermometre down to 13: through a great quantity of very grotesque formed Ice which presented a most beautifull appearance along the horizon: in the distance you would think there was Forests of Trees and even Castles and all manner of romantic looking Edifices would present themselves to your imagination. Passed a number of Seals on the Flaws of Ice laying apparently very comfortably on the snow which covered thier Tops also plenty of Penguins: Some very large and Some Kings. Carried away the Shackle of the Bobstay: at 9 PM made fast to a Flaw of Ice: got another on: took in a quantity of Ice for thawing to make water which employed the people until 2 AM: spliced the "Main brace".

5th Friday Everything froze: tacking among the Ice: Thawing Ice in the Coppers all day and night: passed Several Seals & Penguins on the Ice: Seen Some Whales Spouting. In the first watch made fast to a large flaw of Ice and took a quantity on board for making water. Sent a boat after some Penguins: got two, one of them a Golden Penguin¹ a most beautifull [bird] weighing 57 lb.

6th Saturday Stiff breeze: nasty head Sea on: freezing very Keen: passed a number of flaws of drift Ice, and Some Seals on them: melting Ice all day and night.

7th Sunday Very fine: nearly a calm: wind fair: Divine Service: Hands Mustered: people all well which is a thing we have all right to be Thankful for - and indeed I hope we are. Passed Ice bergs, Some of which were very large. Boat come from the Erebus all well onboard with appetites very Keen: fall of snow in the night.

8th Monday Particularly fine: going before the wind. At 8 PM made the great Barrier of Ice again in about 78 South; hauled in the Lee braces and Stood along it. It is of a great height and the Sea face of it perpendicular passed: Some drift Ice: Several Whales Spouting Stood along the Ice all Night. Seen moon for the first time Since I have been in continual daylight.

9th Tuesday Fine. At four AM was close in under the Ice Wall or barrier in a bay and it appeared to me to be 300 feet high: tacked Ship and Stood out again passed through Some Pancake Ice: came on a dense fog. Capⁿ Ross came onboard: fired Fog Guns to acquaint the Erebus where we were: cleared up in the Evening. Set Studdingsails Standing along the Ice. Seen more Whales to day than I have Seen yet. It was a most

¹ Probably an Emperor Penguin, *Aptenodytes forsteri*.

beautiful Sight to See the fog clearing away and romantically formed Icebergs emerging out of its disc. It was a Sight to my imagination which few Voyagers has had the chance of Seeing.

10th Wednesday Tacking among the Ice: Seen many whales: weather looking dirty: Making Northing.

11th Thursday A very disagreeable day: Snowing: freezing & blowing: in fact the worst weather we have experienced Since we left Hobart Town. Shipping Seas over her and freezing on the Decks all the Ropes froze and peoples thing wet. Nearly ran over a right whale: pass a great deal of pack Ice and Some very Large Ice bergs.

12th Friday Weather nearly the Same as yesterday: passed Some hummocky Ice. Lower Deck very uncomfortable in consequence of want of thorough air which we cannot have in wet weather. I wish She was a Main deck Ship. Snowing all night.

13th Saturday Snowing all day: wind fell in the afternoon Made Sail: Squared Yards and ran away before. Large pieces of Ice falling from the Ropes aloft which gathered up and put in the Ice Tank for Thawing. Erebus in close Company.

14th Sunday Sleet and snow falling all day: fresh breeze: Divine Service: lower deck very wet.

15th Monday The same as Yesterday. Made the Land¹ again in 76 South passed it: fine breeze.

16th Tuesday Becalmed off the burning Mountain²: the whole of the water covered with Pancake Ice: the night most beautiful and the Volcanoe presented a very handsome Sight. The principal part of the Land was enveloped in clouds of Smoke: the Eruption to my fancy is much fiercer than when I Seen it before. Seen one or two penguins.

17th Wednesday Becalmed most of the day: Weather very fine: light breeze in the Evening: Standing along the Land. Passed a great quantity of closely packed Ice on which we could count nearly thirty Seals. Captain went onboard the Erebus in the Evening. The Landscape this first watch was the most Splendid I ever Saw - it is beyond my power of description. Between the Land and the Volcanoe the Ice and the horizon with the Sun Shinning brightly above all. Its is a scene to look upon would charm the dullest imagination. I forgot to Mention the Moon also "who in her brightness was forth". Passed through Some very thick Pancake ice.

18th Thursday Fine: Captain came onboard in the Morning watch: nice breeze: Standing away from the Land passed an Island and a good deal of newly formed ice: Making Northing. At 10 PM the Sun dipped below the horizon being the first time I have Seen it for the last two month, Shewing Symptoms of Night. Both Ships companies in the best of health - thanks be to God.

19th Friday Slashing breeze running before it: Studding Sails low & aloft. In the afternoon both Ships hoisted thier long Pendants and Ensigns for what reason I cannot at present say³. Making Northing: at 9 PM: breeze freshened in Stud^s Sails: reefed T. Sails: freezing very Keen: forced to burn binnacle lamp at night it grew so dark. I think the Sooner we are clear of these Latitudes the better. Saw Land and Some very handsome Icebergs.

20th Saturday Came on to blow very fresh: going eight Knots under close reefed Topsails: freezing Sharp: moderated a little at night. Running along the Land all day in the first watch passed the Penguin Isles and a most beautiful Landscape they presented: passed several icebergs: Making rapid Northing: Standing along the Land all night.

21st Sunday Fine: Slashing breeze: Standing along the Land: passed many tremendous icebergs some of them very handsome. This is a vast tract of Land having now run along it from the burning mountain in 77 South to 70 and no appearance of an end to it. It runs nearly alike all the way very high and Peaky and nearly entirely covered with Snow and Several Island Rocks Standing at Short distances from the Shore. There is also icebergs adhering to it nearly all the way. It set dark at 9 PM "hove too" for the night in Consequence. Seen one Solitary Penguin alongside also two or three large black Birds Some Cape Pigeons & some of Mother Carays chickens came on to snow in the night.

22nd Monday Snowing all day and nearly a calm: laying off the Land: Erebus in close Company. Could see

¹ Franklin Island, Ross. *Voyage*, I. p. 243.

² Mount Erebus, *Ibid.* p. 243.

³ M^cCormick, *Voyages*, I. p. 177. The polar flags were got on deck for an airing, as it appears very improbable that they will ever fly nearer the Magnetic Pole, at least for this season. '

but very little distance ahead on account of the Snow falling: dark at 9 PM and a very bleak appearance every thing presented.

23rd Tuesday Nearly a calm: Lowered two Boats got a quantity of ice on board for making fresh water: tacking off the Land.

24th Wednesday Blowing fresh and freezing very Keen: tacking off the land, very high and entirely covered with Snow: Large fields of ice adhering to it: winter apparently Setting in fast. Coppers Kept going day and night melting ice but the water is salt¹.

25th Thursday Blowing fresh: every thing froze: tacking off the Land: passed a large field of packed ice: wind fell in the Afternoon. Some of the ropes over the bows 2 feet in circumference with ice: Still melting ice: Lower deck wet and very uncomfortable: clothes all wet. As soon as a man get wet on deck with a Sea it froze on him instantly: very rough in the night².

26th Friday Snowing all day and night: weather very uncomfortable: obliged to Keep in very close company with the Erebus in consequence of not being able [to] See any distance from the Ship: quite dark at 9 PM: finished Melting ice.

27th Saturday Very rough: Snowing and freezing: wearing off the Land. Breeze freshened at Night with more Snow and intenser frost: it was a most miserable night and the worst we have had in the Antarctic circle. The Ropes were all froze in the blocks and leads and the wore Ship it was a most Laborious task to Start them for you could not effect a footing as the Sea was breaking over the Bulwarks and freezing on the Deck as it fell. The people were all wet & froze.

28th Sunday Weather the Same: Standing from the Land: heavy Sea on: a most miserable Sabbath and most uncomfortable night.

March 1841

1st Monday Squally with Snow: passed through a great quantity of newly formed ice, freezing Sharp: tacking off the Land. About midnight passing through some closely packed pancaKe ice; carried away the shackle of the Bobstay which nearly employed the people all night in indeavouring to get another Shackled but without Success: Secured it otherwise.

Spliced "Main Brace".

2nd Tuesday Tolerably fine: Thawing. In the afternoon Sighted Enderby.s Land³, in nearly 69 S. In the first Watch met Some very closely packed ice: could not Stem: put about.

¹ The freezing point of surface seawater (salinity 35) is approximately -1.92°C. It forms in crystal with pockets of brine, salt particles and other inclusions. Snow falling on sea ice (in the Antarctic this can be several metres per year) depresses the ice below sealevel, which floods the snow which in tern refreezes as a mixture of seawater, brine and snow crystals. The ice structure does not allow substantial incorporation of salt in the solid ice and 60% to 85% of the total salt is expelled completely, while the remainder is trapped between and within the crystals. The salt content diminishes with time, especially in blocks of ice lifted by pressure above the general level. Floating multiyear ice (more than two years old) is almost salt free. *The Antarctic Pilot*, p. 53; Riffenburgh, *Encyclopedia.*, pp. 840-4, Armstrong, Roberts and Swithinbank, *Illustrated Glossary.*, p. 30

² Ross. *Voyage*. I. p. 257-8. The prospect now before us, and the but too evident approach of winter, impressed upon my mind the necessity of abandoning any further attempt to penetrate to the westward, and as there was no measure left untried to find a harbour to winter in without success, I determined to make the best of our way to the northward in search of any lands that might lie between Cape North [Latitude 70°33'S., Longitude 165°30'E.] of Victoria Land and Balleny Islands [Latitude 66°30'S., Longitude 162°30'E.], as it was most important to ascertain whether these were connected, and how far the space between them might be navigable. '

³ Ross, *Voyage* I, p. 267. 'At 5 PM land was seen, bearing N 62°W., of which before dark we could clearly distinguish the features. It had the appearance of two islands nearly joining, and the whole subtended an angle of seventeen degrees, of great height, and very distant: the centre of the northern island terminated in a high peak. I named it Russell Peak. The southernmost I named Smyth Island after my friend Captain William Henry Smyth of the Royal Navy, President of the Royal Astronomical Society [the author of *The Sailor's Word-Book*]. Although I believe these islands to form a part of the group discovered by Balleny in February 1839, yet it is not improbable they may prove to be the tops of the mountains of a more extensive land. '

Ibid. p. 269. 'At noon we were in lat. 66°44'S., long. 165°45'E., so that without doubt the land we saw in the morning was that discovered by Balleny, to which his name was given by Captain Beaufort, the hydrographer to the Admiralty. '

John Balleny with Thomas Freeman in *Eliza Scott* and *Sabrina* discovered the Balleny Islands, lying between Latitudes 66°15'S and 67°40'S and Longitudes 162°E and 165°E, on 9 February 1839. *Sabrina* was lost with all hands in a gale, 24 March 1839 and Balleny returned to England just before Ross sailed. His discoveries were communicated to Captain Beaufort, who forwarded an extract from Balleny's journal, his track and a sketch of the Islands to Captain Ross on 22 September, 1839. UKHO Letter Book No.9, 1839-41, p.75.

3rd Wednesday Wind variable: seen Land: Some ice bergs and drift ice: freezing: Thermometer 11°. Plenty of Birds flying round us Some of which was Shot and fell inboard. Light fall of Snow in the evening: Erebus in close Company.

4th Thursday Rough: fell in with Some very heavy drift ice at which time there was a heavy Sea on; carried away the Bowsprit Shroud and one Leg of the Bobstay the getting to rights of which was a most difficult job and in doing of which we nearly lost several men as the Ship pitched them completely under water more than once - no pleasant thing in those regions. Blowing very hard in the Evening: Shipping heavy seas right over her: battened down: Spliced main brace in the night: night very clear.

5th Friday Fine breeze going before it: rolling heavily: Running Longitude down: expected to fall in with the Land the French discovered¹ but found it missing: perhaps thier Quadrants were incorrect. Several Whales Spouting: a fine display of the Southern Lights in the first Watch night very fine.

6th Saturday A most beautifull day: got all the peoples clothes dry; and Lower deck: nearly a calm: got nearly all the ice off[f] the deck and Rigging, also from over the bows. Sighted Land on the weather beam in the Evening²: Snowing all night.

7th Sunday Morning snow and hail: cleared up at 8 AM: Day fine becalmed: breeze Sprung up in the Evening: a great number of very large icebergs in Sight: Steering NW: fine breeze in the Night.

8th Monday Squally with light Snow: beating: passed through some drift ice: reefed T Sails: came on to rain in the first watch: a most dreary looking night in 64 S. Seen one solitary Whale spouting: Snowed all the Middle & Morning watches Smartly.

9th Tuesday Good breeze but not fair: Seen two ice bergs: weather not so cold: making Northing: Light at 10 PM: Reefed Topsails: Erebus in close company. Fell in with Some fields of closely packed ice in the middle watch: obliged to put about in doing of which the ice carried away our Dolphin Striker and it was a near touch with the Bowsprit.

¹ Ross, *Voyage*, I. p. 276. 'As soon as our damages were repaired, we made all sail to the N.E., on account of the wind having increased to a gale from E.S.E., placing our ships in a very critical situation; for on the chart which Lieutenant Wilkes was so good as to send me of the discoveries of the expedition under his command entitled a "Tracing of the Icy Barrier attached to the Antarctic Continent discovered by the United States Exploring Expedition," is laid down a range of mountainous land extending about sixty miles in a S.W. and N.E. direction; its centre being in Lat 65°40'N and Long 165°E with the eastern extremity of the barrier in 167½°E., and thus presenting a formidable lee shore in our present position...'

Ibid. p. 277. 'We were now desirous of sighting the land which had been the occasion of so much fatigue and uneasiness to us during the night we had passed, and our course was shaped accordingly...'

Ibid. p. 278. 'As we advanced on our course in eager expectation of "making the land," our surprise and disappointment may be imagined when no indications of it were to be seen at sunset, although we were not more than twelve or thirteen miles from its eastern extreme, as laid down on Lieutenant Wilkes's chart.'

² This land would appear to have been ephemeral. Ross, *Voyage*, I. p. 280. 'We had seen sufficiently far before dark to remove any idea of finding land ...'



Fig. 22. HMS *Erebus* seen through an arch in an iceberg. By Commander G. W. G. Hunt, RN.

10th Wednesday Blowing fresh all day: Ship Labouring a good deal: got a new Dolphin Striker rigged out: beating to windward and gaining very little: in 64-6 South: Light Snow squalls.

11th Thursday Light breezes in the forepart of the day: came on to blow pretty smart in the Evening with Snow. Seen one or two ice bergs: doing very little.

12th Friday Becalmed in the forenoon: Smart breeze sprung up in the afternoon: freshened at night heavy Sea on: going along at a Slashing rate, passed Some very large icebergs: Erebus in close compy.

13th Saturday Blowing fresh very heavy Sea on: Shipping heavy Seas: making a NW course: in 63-19 S: freezing with snow and Sleet: Seen Some Large icebergs.

14th Sunday Tolerably fine tacked Ship: making Southing: in 62-35 S. In the morning watch a Penguin came up astern and Sung out and followed the Ship all the Watch: Divine Service. In the Evening passed two icebergs one of which was the handsomest I have seen. It formed a tower at one end from which it ran gently down in a Slanting direction with a Large Arch through it over which appear a budge. We went to Leeward of it the Erebus to windward. It would make a Most handsome painting taking the Erebus in perspective through the Arch as we Seen her pass. Came on to snow very hard in the Night.



Fig. 23. Iceberg photographed in Bransfield Strait, 1970, similar to that described by Sergeant Cunningham. R. J. Campbell.

15th Monday Blowing almost a gale with Snow & Sleet: Moderated in the evening. Made Sail in 64 S: seen two Whales Spouting: Some Cape Pigeons flying round us: freezing Sharp.

16th Tuesday Fine: Nearly a calm: Seen some large icebergs in 64-19 S Lat. Evening very fine quite a calm: Shifted foretopsail: Several Cape Pigeons about.

17th Wednesday S^t Patricks day: light breezes: passed through some Pancake ice and some drift-ice: a report of land from the Masthead but not certain: in the evening spliced "the Mainbrace": Night fine.

18th Thursday Fine: going before the wind Studding sail Low & aloft: Running Longitude down.

19th Friday Fine Slashing breeze: going before it: freezing Sharp: making Southing. Passed through a great quantity of heavy pancake ice in fact running among it all night.

20th Saturday Fine breeze: freezing: passed several flaws of ice on one of which there was solitary penguin sitting: a great many Cape Pigeons about.

21st Sunday Fore part of the day fine: "Divine Service": afternoon squally with Snow: making northing and Westing. Seen one or two icebergs.

I think we are now going to make to northward for this Season.

22nd Monday Squally with heavy fall of Snow: in 63 South.

23rd Tuesday Variable: very mild: Evening and first Watch becalmed: light breeze Spring up in the night.

24th Wednesday Slashing breeze going right before it: heavy fall of wet snow, which gave the people an opportunity of getting some fresh water to wash with a thing we all much wanted our present allowance (½ pint per diem) being very Small: in 61° 11 South: a fine display of Aurora B - in the Night.

25th Thursday Very fine: Light breezes: nearly a calm: Air mild: Seen one or two Solitary ice bergs. Got the ice tank down from over the Cooks Coppers and a funnel Shipped on the scuttle which will carry the Steam off the Lower deck and thereby make it much comfortabler and wholesome for everyone.

26th Friday Weather fine: Nice breeze: going before it: in 59-24 S: came on nearly a calm in the first Watch: breeze freshened in the Night.

27th Saturday Squally and blowing fresh: heavy fall of wet Snow which enabled us to get some fresh water: came on to rain: heavy Sea on.

28th Sunday Blowing very fresh: heavy sea on: freshened to a gale close reefed. In the afternoon took a sea in, which floated the lower deck and gave us a nice job to get bailed up: in all a very uncomfortable Sunday: battened down at night: Ship Labouring very much.

29th Monday Blowing fresh: heavy Sea on in 56. 27.S: Seen a large iceberg: Ships cracking on. Got the lower deck nearly dry with stoves which pretty well gave us all the head Ache owing to the coals being very Sulphury.

30th Tuesday Very fine nice breeze carrying Top M^t & Top G^t Studding sails: in 55° 9 S: nearly the Latitude of Cape Horn. I saw on solitary iceberg of tolerable Size no doubt daily decreasing.

31st Wednesday Fine: wind against us: came on to rain in the first watch.

April 1841

1st Thursday Fine: a rattling breeze going right before it: Studding Sails both sides: making good Northing Ship going very Steady 7 Knots.

2nd Friday A calm both Ships lowered boats down. Sounded got Soundings in 1500 fathoms¹: washed decks and Scrubbed paintwork. In the afternoon at 4 PM a breeze Sprung up which freshened to a gale fortunately fair, going before it under close reefed topsails: Ship labouring a good deal: carried away Several Sets of wheel ropes in 51° 14 S.

3rd Saturday Stiff gale: going before it: rolling heavily: close reefed topsails: averaging 7-Knots: in 48° 59: fine clear night.

4th Sunday A rattling breeze: Shook out 2 reefs and Set Top gallantsails going 7 Knots: both ships rolling very heavily. In the morning watch the Erebus had her port Quarter Boat washed away which came floating past us apparently not injured with her mast & oars in all nicely scraped. Should she be picked up by any Ship it will be inferred that the Erebus is lost - but she's not.

5th Monday Very fine: light winds up Royal Mast & yards: out flying Jibboom. Had a general clean at the lower Deck & whitewashed it, in fact it is looking better than I have seen it.

6th Tuesday Very fine: wind right aft: and Royals set. Sighted the land in the forenoon²: sailing along it all afternoon and evening: at 7 PM seen the south W Light³.

Keeping along the Land all the first watch with Studding sails low & aloft until 10, when the wind fell to almost a calm; and dead on end against us. Entered the mouth of the river in the night.

7th Wednesday Squally: Pilot came onboard 9-30 PM: beating up to the anchorage until 4 PM⁴: took up our billet abreast of the Paddock. The Government Cutter came down and met us with Sir John Franklin onboard and our old Shipmate M^r Kay boarded us, and appeared very happy to see us all well. In fact we have much to be thankful for considering the inclement weather we have met and the high Southern Latitude we arrived at and all returned in good health not one case of Sickness. The inhabitants are all glad to see us return and Governor Seemed highly gratified⁵.

I felt much disappointed in not having any letters from my friends. I received one from Head Quarters with

¹ Ross, *Voyage*, I, pp. 320-1. Being nearly calm in the forenoon of the next day the boats were lowered down, and soundings were obtained in one thousand four hundred and forty fathoms. ... The boat was kept moored to the bottom some time to ascertain if there was any current, but it was not perceptible. The line was then cut, not being sufficiently strong to draw the weight up again. In the afternoon the temperature and specific gravity of the sea at various depths was tried. '

² Tasmania.

³ At the entrance to the Derwent River.

⁴ Ross, *Voyage*, I, p. 323. The light at the entrance of the Derwent was seen soon after midnight, and at nine next morning the pilot came on board. '

M^cCormick, *Voyages*, I, p. 196. 'Wednesday, April 7th, 7.45 a.m. -Beating up above the lighthouse on the Derwent, with a strong breeze; firing several guns for a pilot. About noon Sir John Franklin came in a cutter to meet us, saluting us with three cheers, which we returned off Hobart Town. The squalls were so heavy as to heel the ship over to a considerable angle; and at 3.45 p.m. we let go our anchor off the paddock. '

⁵ C. J. Sullivan, SPRI MS 367/22. The Governor Sir John Franklin and the inhabitants of Hobart Town welcomed us all hands were in good health and Spirits Fresh grub and Liberty on Shore with a drop of the Creator -soon made our Jolly Tars forget the Cold fingers in the Frozen Regions for very Little they thought of 78 South while Regealing then Selves at Charley Probins the Sign of the Gordon Castle Hobart town. '

a quantity of interesting Matter in it: it also contained the news of the reduction of my old chum Meadow for a frivolous offence: I am heartily Sorry for it: he was a good Comrade and a brave man.

8th Thursday Squally with rain: Moored ship in the Morning: got the boats out: Miscellaneous: liberty given for the people to go on shore.

9th Friday Good Friday: the most of the people onshore. Went onshore for 1 hour in the Evening: Met my [friend] the Bugle Major of the 51st K-O.

10th Saturday Fine very warm: Observatory finished onshore: Most of the people on leave: Miscellaneous.

11th Sunday Morning wet: Divine Service. Went onshore in afternoon and dined with Sergeants of 51st at the Regimental Mess and Spent one of the happiest Evenings I have spent for a long time. Came onboard at 9 PM: Kept the first watch.

12th Monday Fine: commenced fitting Ship: stripped Ship.

13th Tuesday Wet disagreeable day. Went in the afternoon and dined and spent the Evening with my old friend Serg^t Cameron and his Bride for he had this got married and a very pleasant Evening I spent.

14th Wednesday Very fine: Came onboard at 8 AM: refitting Ship: Miscellaneous.

15th Thursday Showery: Refitting Ship &^c.

16th Friday Fine: Refitting Ship.

17th Saturday Inclined to be showery: finished the rigging blacked down and scraped decks: everything looking well. Wrote a letter to my old friend Serg^t Maxwell whom I hope it will find well.

18th Sunday Very fine: remained onboard and spent a lonely Sabbath.

19th Monday Fine: Miscellaneous: Carpenters Caulking.

20th Tuesday Fine: came on to blow fresh at night: Commenced Watering.

21st Wednesday Very fine. Sent all the hands that could be spared from both Ships to assist in bringing up the harbour a brig called the "Affiance" of Goole that got dismasted in a squall beating up in the night, she lost both her Topmasts.

22nd Thursday Fine: painted lower Deck: Miscellaneous.

23rd Friday Showery: went on Shore for a couple of hours in the Evening went up to the Barracks.

24th Saturday Forepart of the Day fine: painted Ship outside: came on to rain in the Afternoon and continued Showery all night.

25th Sunday Fine: Divine Service. Went on Shore and Dined with my old Friend the Commisary Sergeant: Spent a very pleasant afternoon and evening his wife and daughter both being very well informed: the latter rather handsome.

26th Monday Very fine: came onboard at 8 AM. Went onshore again on duty: came onboard at noon. Captains Ross & Crozier went down to Port Arthur (the penal Settlement) onboard the Albatross a nice little yacht belonging to Mr Blacket a private Gentleman¹.

27th Tuesday Fine: Miscellaneous: went onshore in the Evening on duty in Search of Absentees².

28th Wednesday Fine: went on duty onshore in Search of Absentees did not find them.

29th Thursday Fine: went away in the Gig with the first Lieut^t down the River succeeded in capturing one of the Absentees³ in a Whale Boat going down to the Fisheries: Prosecution entered against the proprietor.

¹ Ross, *Voyage*, II. p. 17. 'I availed myself of the liberal offer of Mr. Blackett to place his yacht, the "Albatross"; at my service, to enable me to extend the magnetical observations some distance along the coast...'

McCormick, *Voyages*. I. p. 197. 'Friday, 23rd. Mr Blackett's yacht, the *Albatross*, anchored in shore of us, and her owner having been a shipmate of mine in H.M.S. *Tyne* in bygone years, I called on board to see him, and asked him to dine with me on board the *Erebus*, which he did on the following Sunday. McCormick was invalided and took passage home from *Beagle* (10), Commander Robert FitzRoy, from Rio de Janeiro in *Tyne* (28), Captain Charles Hope, 28 April to 18 June 1832. McCormick, *Voyages*, II. pp. 222-3. The *Tyne*'s muster list (TNA ADM 37/8417) shows Midshipman C. Blackett as being on board at this time, so presumably he was McCormick's shipmate.

² *Hobart Town Crier and Van Diemen's Land Gazette*, 27 April, p. 2. This day in the Supreme Court Joseph Reid was sentenced to transportation for 7 years for robbing John Owens, a seaman of HMS *Terror* at the Black Bull Inn, Harrington Street on 4 April. (This date is presumably incorrect as the ships did not come into harbour until 6 April.)

Ibid. Hobart Town Police reported that George Knight, a seaman belonging to the *Terror* charged with wilfully damaging a chair, the property of Mr Walton; the charge being admitted to be correct, and the jolly tar was very glad to be liberated on the payment of the damage done.'

³ Chas Grimshaw, AB. marked R [run] in the ship's Muster List, so presumably he was the one that got away.

30th Friday Fine: went on Shore in the forenoon on duty: ditto in the evening on pleasure Seen my old friend Cameron.

May 1st 1841

Saturday Fine. Went on Shore in the forenoon on duty, in consequence of information being received that that some our people who was absent had deserted¹ and was employed at the whaling Fisheries in the Bays along the coast. I was despatched in comp^y of a constable in a whale boat belonging to M^r Lucas of Hobart Town on which duty I was employed until Sunday the 16th. When I returned to the Ship bringing one man back with me and having searched all the Fisheries on on the coast, and traversed nearly 400 Miles sleeping at Night in the "Bush".

It was a most disagreeable duty and I may say Fatiguing but I had the pleasure of Seeing a great deal of the Country and having Some good Sport shooting also a good insight of the way the people employed at the Fisheries lives and works and in my oppinion a most miserable life it is - I may Say beastly.

17th Monday Fine: went onshore to the police office on duty: Miscellaneous.

18th Tuesday Fine: Miscellaneous. Went on shore in the Evening and Spent it with my old particular the Commisary Sergeant, and was glad to see him well and happy.

19th Wednesday Mild with light rain: came onboard at 8 PM.

20th Thursday Fine: got the Boats and booms out: preparing for a Ball.

21st Friday Unmoored Ship and warped her up alongside the Erebus and Lashed her. The Erebus close in Shore.

22nd Saturday Commenced housing in, and Sundry other preparations: went onshore for a couple of hours in the Evening.

23rd Sunday Fine: Divine Service: very few visitors.

24th Monday Fine. The Queens birth day, in consequence of which we had double Allowance. Ships fired a Royal Salute both at noon and at 12 at night. Grand ball and Levee at Government House: The Town illuminated. Went onshore in the Afternoon and Spent it with my old particulars the Sergeants of the 51st K-O L I: Kept it up till rather a late hour.

25th Tuesday Fine: came onboard at 8 AM: Ships housed in and otherwise making rapid progress. A most beautifull New Steam Boat from England called the Seahorse which is to run between Sidney and Hobart Town Started in the Morning for a cruise down the River with the Governor Cap^{ts} Ross & Crozier and a vast number of the Aristocracy of the Colony: returned in the Evening and came up past us and gave three hearty cheers twice over we man.d the Rigging and returned it with pleasure.

26th Wednesday Inclined to be Showery. Ships beginning to look well inside: The Erebus the Dancing Ship and the Terror the Supper Room.

27th Thursday Fine: various preparations: Lit the Ship at Night and looking remarkably well.

28th Friday Blowing fresh with heavy Showers: got a Gangway to the Shore: Ships all in a bustle.

29th Saturday Fine: working hard getting in something like order.

30th Sunday Fine: Divine Service.

31st Monday Fine: busy decorating Ship.

June 1841

1st Tuesday Fine: hard at work up to the last minute. Company commenced coming at 8 PM, and continued till 11 °Clock. Dancing com^menced at 9-30. The Erebus was crowded to an excess - there being above three hundred persons; in fact the whole of the "Aristocracy" of Colony was in her. The company entered the Supper Room 11-30 and a most Splendid Supper Table it was all the delicate Viands of the Season or Van Diemens Land could produce was on the Table. Capⁿ Ross presided with the Govⁿ Sir John Franklin on his right and Capⁿ Crozier on his left. There was Several very appropriate Speeches made and Toasts drank. Dancing and feasting was Kept up until 6 °Clock in the Morning and every thing went off with the greatest Eclat and hilarity².

¹ Thos. Roberts, Jno. Robertson, Richd. Clark and Fras. Hardy, ABs, all marked R [run] in the ship 's Muster List. TNA ADM 38/9162

² *The Hobart Town Courier and Van Diemen's Land Gazette*, Friday 4 June reported 'The anxiously looked for entertainment took place on Tuesday evening last, the 1st June, and although it was sanguinely expected by those who had the gratification of being among the chosen guests that it would be a brilliant affair, we venture to assert that the gayest dreams of the most imaginative of those fair ones who looked forward to it with palpitating hearts, never in their most enthusiastic flights pictured to

2nd Wednesday Fine: clearing away the Wreck: Heads bad.

3rd Thursday Ditto.

4th Friday Fine: hauled off from the Erebus in the Morning resumed our old billet: Moored Ship: stowed booms, and got the Ship otherwise to rights.

5th Saturday Fine: cleaning Ship: went onshore 1 hour in the afternoon.

6th Sunday Fine: Divine Service. Went onshore in the Afternoon and Spent it with Sergeant Collins of 96th and my old friend the Commissary Sergeant and a most pleasant Evening it was.

7th Monday Fine: took bread onboard.

8th Tuesday Weather changable: Victualling: Miscellaneous.

The funeral of the Arch Deacon took place. It was attended by the Heads of Departments.

9th Wednesday Inclined to be showery: Miscellaneous. Captain took very ill for which I am sorry as it deprives him of going up Country on a little on a little¹ pleasure.

10th Thursday Fine: Miscellaneous: went onshore for two hours in the afternoon on duty.

11th Friday Fine: went on Shore in the forenoon on duty.

12th Saturday Particularly fine. Went onshore in the afternoon and Spent a very pleasant Evening with Some friends: made Some purchases.

13th Sunday Fine: Divine Service: came onboard at 7 AM.

14th Monday Fine: went onshore for a couple of hours in the Evening.

15th Tuesday Fine: Miscellaneous. Two years embarked this Day.

16th Wednesday Fine: went onshore for a couple of hours in the Evening.

17th Thursday Rather gloomy: went onshore for a couple of hours in the Evening.

18th Friday Raining all Day. The Anniversary of the ever memorable Waterloo: grand Ball given by Officers of 51st K.O.L.I to the heads of departments. A quantity of snow fell in the Morning inland, as the Top of Mount Wellington was literally covered when the fog cleared away in the afternoon. At 8-20 AM, an unfortunate Felon was executed at the old Gaol for the Wilfull Murder of a Boy at Port Arthur - the Penal Settlement. He was an Irishman and died a most hardened Death. He was attended to the scaffold by the Roman Catholic Clergyman who read a dying speech and declaration which was not heard - consequently is not Known.

19th Saturday Fine. The Favorite² 18 Sloop came in from New Zealand with Lady Franklin onboard. The Government Schooner went down to meet her with the Governor & Captain Ross: have not heard whether there is any [one] in her I Know.

20th Sunday Showery: Divine Service. Went onshore in [the evening?] and spent it with some friends very pleasantly.

21st Monday Heavy passing Showers all day: Came onboard at 7 AM: preparing for Swinging Ship. The "Favourite" has only three Chatham "Marines" in her one only of which I Know.

22nd Tuesday Squally with passing Showers: "Swung" Ship³ - and made a very good job of it. Sent four

themselves so perfect and captivating a scene as was in reality presented to them! - and amongst those whose sober minds regarded it with a more matter-of-fact complacency, we are equally sure even they could not but acknowledge their zeal and gratitude awakened by the unsparing pains and labour, evident in every part of the arrangements, devised with such triumphant success to render them for one evening, at least, supremely happy. '

The Hobart Town Advertiser, 4 June 1841, reported that more than 300 were present, and the ships were moored head and stern within 35 yards of the shore. The approach was over a bridge of boats, which was covered in with canvas and flags - ornamental shrubs, and a continuous avenue, lighted by numerous lamps. Serjeants of marines of vessels stationed at entrance. Company received at end of passage, on main deck of ship, by several naval officers in full dress.

The mode adopted in lighting the supper room was inimitable, for, independent of numerous chandeliers formed of swords and cutlasses neatly fixed, holding hundreds of wax lights, there were arranged all round the sides numerous small mirrors each containing two lights, which reflected double, forming the most brilliant light that could possibly be conceived. 'The mirrors were those that had been brought out as gifts for natives of islands visited.

The *Colonial Times*, 8 June 1841, said of The Naval Entertainment. Nothing so good has been seen in this Colony. '

¹ The page turns after little and presumably the second on a little should be deleted.

² The *Navy List*, shows no Commander and Lieutenant Robert Dunlop as the senior officer on board. *Favorite* was built at Portsmouth 21.4.1829; became a coal hulk at Devonport 1859 and finally sold 1905. College, *Ships of the Royal Navy*.

³ See Appendix 10.

Newspapers to my brother John, and one to my dearly beloved friend Jeremiah Kelly, Color Sergt 56th B^{cy} Royal Marines.

23rd Wednesday Fine: Miscellaneous. Went onshore in the Evening and went to the Theatre: Spent a pleasant Evening - the amusements consisted of Pizarro and the Eddy Stone Elf. Both of which went off well considering the Infantine State of the Colony. The evenings amusements was patronised by the Officers of the expedition.

24th Thursday Fine: came onboard at 7 AM: Watering Ship.

25th Friday Fine: went onshore in the forenoon on duty to the Police Office: Watering Ship.

26th Saturday Fine: reeving running gear: commenced taking down the Observatory: expecting to Sail about the 4th July.

27th Sunday Fine: Mustered Ships Company: Divine Service.

28th Monday Fine: went onshore in the forenoon on duty: went onboard "Seahorse" Steamer - a most beautiful Vessel: bent Small Sails: otherways preparing for Sea. "Bombay"¹ arrived from England brought a Small Mail no letters for the Ship Company. Accidently met a Sergeant of the 28th Reg¹ from Sidney going to Sail in the Abercromby: gave me an invitation to come and See him at Sidney.

29th Tuesday Fine: bent Sails Rove all running Gear: otherwise preparing for Sea.

30th Wednesday Passing Showers all day: observatory came onboard: a mail from England no letters. I think our friends (if we have any) thinks we are all lost - or we are not worth writing to.

July 1841

1st Thursday Fine: Miscellaneous preparing for Sea. HM Sloop "Favorite" Sailed for Port Arthur to caulk and refit: my birth day.

2nd Friday Fine: Miscellaneous preparing for sea.

3rd Saturday Fine: Miscellaneous: went up to the Police Office on duty.

4th Sunday Fine: Divine Service.

5th Monday Fine: preparing for Sea: Thermometer fell to 33 in the Night with Sharp cutting wind. Went onshore for 2 hours in the Evening to say good bye to old acquaintances.

6th Tuesday Fine but cold unmoored Ship and hove in Short on the best bower: all ready for Sea in the Morning.

7th Wednesday Morning foggy with frost: got under weigh at 7 AM, with a slashing breeze, and bad farewell to Hobart Town.

The Governor Sir John Franklin and many of the Aristocracy of the Colony accompanied us down nearly to the Heads. When they bid us goodbye and give us many hearty cheers which we as heartily returned. For my own part I must say I experienced great Kindness in Tasmania. The wind headed us outside; beating off the Land all night: squally.

8th Thursday Hazy: beating off the Land all day: Seen two Whales.

9th Friday Fine: wind fair nice breeze: Studding sail low & aloft: passed one or two Islands: a great many Albatros about.

10th Saturday Fine: a Slashing breeze all day: going 7 Knots: a Schooner in company all day: breeze towards evening: Sea getting up. Slung clean hammocks and scrubbed dirty ones.

11th Sunday Fine: Divine "Service:" Made the coast of New Holland, Cape Howe² - Twofold Bay: becalmed in the afternoon: breeze Sprung up 5 PM: headed us: close hauled: schooner Still in Sight.

12th Monday Fine: Ship laying nearly her course: squally in the first Watch.

13th Tuesday Fine: wind chopped round fair in the morning watch blowing fresh: heavy head Sea on Ship Labouring heavily and Shipping heavy Seas: evening and first Watch wind variable and squally averaging Six Knots.

14th Wednesday Sighted Land at about 2 AM: running along it all the morning with a slashing breeze right after us: Pilot came onboard at 12: wind dropped, entered between the Heads at 2 P.M.³ becalmed: manned

¹ HMS *Bombay* (84) was at this time de-commissioned in Devonport, so this must have been a merchant vessel of the same name.

² Latitude 37°30'S, Longitude 149°59'E.

³ Ross, *Voyage*, II. p. 35. On the morning of the 14th we were off the extensive and celebrated opening called Botany Bay

the boats and towed up Anchored at 5 PM in Farm cove about three miles from the Town¹. Got the Observatory on shore on a Garden Island² already for erecting in the Morning. Am not able to say anything about the Town but there appear a great many fine buildings in it. There is a most beautiful light house on the larboard hand coming in, there is also a light vessel in the Stream. At 11 AM. passed that famed place called "Botany Bay"³. Several little Steamers running up & Down after dark.

15th Thursday Very fine: moored Ship in the forenoon: erected the observatories⁴: putting Ship to rights. I like the general appearance of the Harbour. There is a number a licensed Watermen wearing a brass plate all apparently very respectable - also a River Police wearing thier "Cognomen" on thier hat Ribbons in Gold bronzed letters. An Emigrant Vessel came in in the afternoon from Scotland with a great many emigrants in her of both sexes.

16th Friday Raining and hailing all day about as hard as I ever seen it with thunder and very vivid lightening and other remarkable phenomena: got some very fine fresh beef from the Shore: raining all Night.

17th Saturday Continuous rain with heavy squalls - also thunder & lightening. Three vessels came in during the day: cleared up at night.

18th Sunday Fine: Divine Service: no leave for the Ships Company: came on to rain at 8.P.M.

19th Monday Fine: Miscellaneous. At Night a very handsome fire Balloon went up over the Town and ascended at a rapid rate it continued in Sight for Some time.

20th Tuesday Squally with passing Showers. The "Malcolm" of Kincaldy, a Merchant Brig, came in in the Afternoon.

21st Wednesday Raining and squally all day and night very unpleasant Weather.

22nd Thursday Passing showers and squally: wrote a letter to Sergeant Jeremiah Kelly my old friend.

23rd Friday Passing Showers. Fishing party took the Seine away into one of the Bays and caught a great many very fine fish of various Kinds which is very acceptable.

Miscellaneous.

24th Saturday Fine: Miscellaneous: most beautifull night.

25th Sunday Very fine "Divine Service." One of the most beautifull Evenings and Nights I have Seen for a long time.

26th Monday Very fine: a large emigrant Ship came in from England: Watering Ship.

27th Tuesday Very fine: watering Ship: Miscellaneous.

28th Wednesday Wet gloomy Day: completed watering: fishing party went away: caught a deal of very fine fish.

29th Thursday Fine: Miscellaneous: grand Ball at the Governors - at which all the Officers attended.

30th Friday Very fine. A grand dinner given at the Australian Club House - all Commissioned Officers of the Expedition was invited: went up to the Town in the Dinky at night: likes the appearance of the place much.

31st Saturday Forepart of the day fine: came on to rain very hard in the afternoon and evening: fishing party went away in the afternoon had very good success.

August 1841

1st Sunday Fine: Mustered: Divine Service: some very fine Rockets were fired off at the Observatory at

by Captain Cook, and arrived between the narrow heads of Port Jackson at noon. ... A boat from the shore brought me a kind note of welcome from His Excellency Sir George Gipps, with offer of every assistance. ... I obtained permission from him to put up our observatories on Garden Island. '

¹ Sydney.

² Latitude 33°52'S, Longitude 151°14'E.

³ Latitude 34°00'S, Longitude 151°14'E.

⁴ Ross, *Voyage*, II. p. 36. My chief object in coming here was to obtain a series of magnetic observations in comparison with those made at the observatory at Hobarton, on the approaching term day of the 21st, with a view to ascertain how far simultaneous observations, at periods previously agreed upon, as well as on days of considerable perturbations, might be depended on for determining the difference of longitude between two places. '

Night¹.

2nd Monday Very fine: preparing for Sea bent Sails. Went onshore in the Afternoon on duty: had a fine view of the Town which I consider a flourishing place. Every one Seems on the "Move". In the appearance of the people and thier Mode of dressing they are liker the Dublin folk than any I have ever Seen. A beautifull Eclipse of the Moon at 8 PM which entirely obscured her.

3rd Tuesday Fine: preparing for Sea: fishing party went away in the Afternoon and got some of the best fish caught yet. Wrote two letters - one to my brother and the other to Serg^l Kelly RMS my particular friend. Some very handsome Rockets fired off at the Observatory at night.

4th Wednesday Gloomy P Showers: preparing for Sea: unmoored Ship in the morning and hove in Short: got the Observatories onboard: in boats: took two live Bullocks and a ton of Vegetables onbo^ard: went onboard the "Ruby" of Bristol with the Mail, in the first watch.

5th Thursday Fine At 10 AM got under weigh with a nice breeze and cleared the "Heads" at 11 AM and Stood away to the Eastward with a beautifull breeze right before it: Studding Sails low and aloft. A Vessel that came in in the Morning from china brought Commander Sullivan² the late first Lieutenant of the Melville³ who is on his way to New Zealand to take charge of The "Favorite" 18: he takes a passage in the "Erebus". We bid good bye to Sidney with light hearts not having much communication with the Shore we had formed very little acquaintance which in the long run perhaps is the best.

6th Friday Slashing breeze with Sudden Squalls: carried away 4 T Mast Stud^s Sail booms and one topGallant.

7th Saturday Strong breeze very Squally: going 7 & 8 Knots all day: heavy Sea on: Ship Labouring a great deal and carrying a press of Canvas: very hard work Steering.

8th Sunday Very fine: Rattling breeze averaging 7 Knots: Divine Service.

9th Monday Squally: Strong breeze: wind headed us by Ship laying her course averaging 6 Knots: a flying fish flew aboard in the first Watch.

10th Tuesday Very fine: winds light and baffling: after part of the day becalmed. Seen Some Flying fish: one or two Solitary Albitros.

11th Wednesday Wind variable Squally towards Evening: passing Showers: close hauled: Erebus in close company.

12th Thursday Blowing fresh all day with heavy Squals: close hauled.

13th Friday Very squally with rain: heavy head Sea on: Ship labouring a good deal and taking green Seas right over her: close hauled: Laying SE.

14th Saturday Squally with rain: heavy Sea on. At 3 PM distant 40 Miles from Three "Kings"⁴ one of the New Caledonias⁵. Sounding with the deep sea Lead in the Evening and Night: "Erebus" in close company.

¹ Ross, *Voyage*, II, pp. 44–5. 'I was very anxious to obtain a good comparison of our chronometers with the time of the observatory at Paramatta, whose longitude had been so well determined by Sir Thomas Brisbane, when he first established the observatory at his own expense; and also to make arrangements for measuring the difference of meridians between it and Garden Island, by means of rockets, and thereby secure an accurate determination of the longitude of the latter place, for the convenience of merchant vessels sailing from the port. 'Ibid. p. 46. The following evening being favourable for our projected experiments, Mr Smith was despatched to an intermediate station, called Bedlam, to set-off some rockets, as we considered it probable that we should see them more distinctly than if sent up at either of the extreme stations. The instant of each rocket's explosion was noted at both places, and, after several nights' observations, the results were brought to comparison, and found to differ only in tenths of a second; twenty-five were judged sufficient for the accurate determination. The mean difference of time obtained amounted to 55^s.85, and taking the longitude of the observatory at Paramatta at 10^h4^m6^s.25, as given in the Third Part of the Philosophical Transactions for 1829, p. 16-29., would give for the longitude of the observation at Garden Island 151° 15'31".5 E.; and again applying the meridian distance between this place and the Ross Bank observatory, as given by the means of our chronometers, we find the longitude of the latter place from these data to be 147° 23' 40".7 E. '

² Commander Thomas Ross Sulivan, joined *Melville* 1.9.1837 as Lieutenant, promoted Commander 25.6.1840. *Navy List*.

³ Captain The Hon. Richard Saunders Dundas, second son of Viscount Melville, First Lord of the Admiralty, 1812–27 and 1828–30.

⁴ Latitude 34°10'E, Longitude 172°06'E.

⁵ Three Kings Islands lie off the northern tip of New Zealand. They were discovered by Abel Tasman who anchored off the island on 5 January 1643, and named them Drie Koningen Eyland, it being the eve of the day of Epiphany. He attempted to land the

15th Sunday Squally with passing Showers: got tolerably fine: Divine Service: passed the "Three Kings" in the afternoon; they are apparently barren Rock; got Sounding in the Evening in 65 fathoms at 9 PM: came close up to Land: both Ships Tacked and Stood off.

16th Monday Fine rattling breeze: beating along the Land all day and night. The Land generally Speaking runs low and apparently barren. There is very little appearance of any trees along the Coast, in the morning passed Cape Maria Van Diemen¹.

17th Tuesday Fine: fresh breeze: close hauled. Laying along the Land all day - but at Such a distance as to be but imperfectly Seen at intervals. Lay too at night: Erebus in close Company.

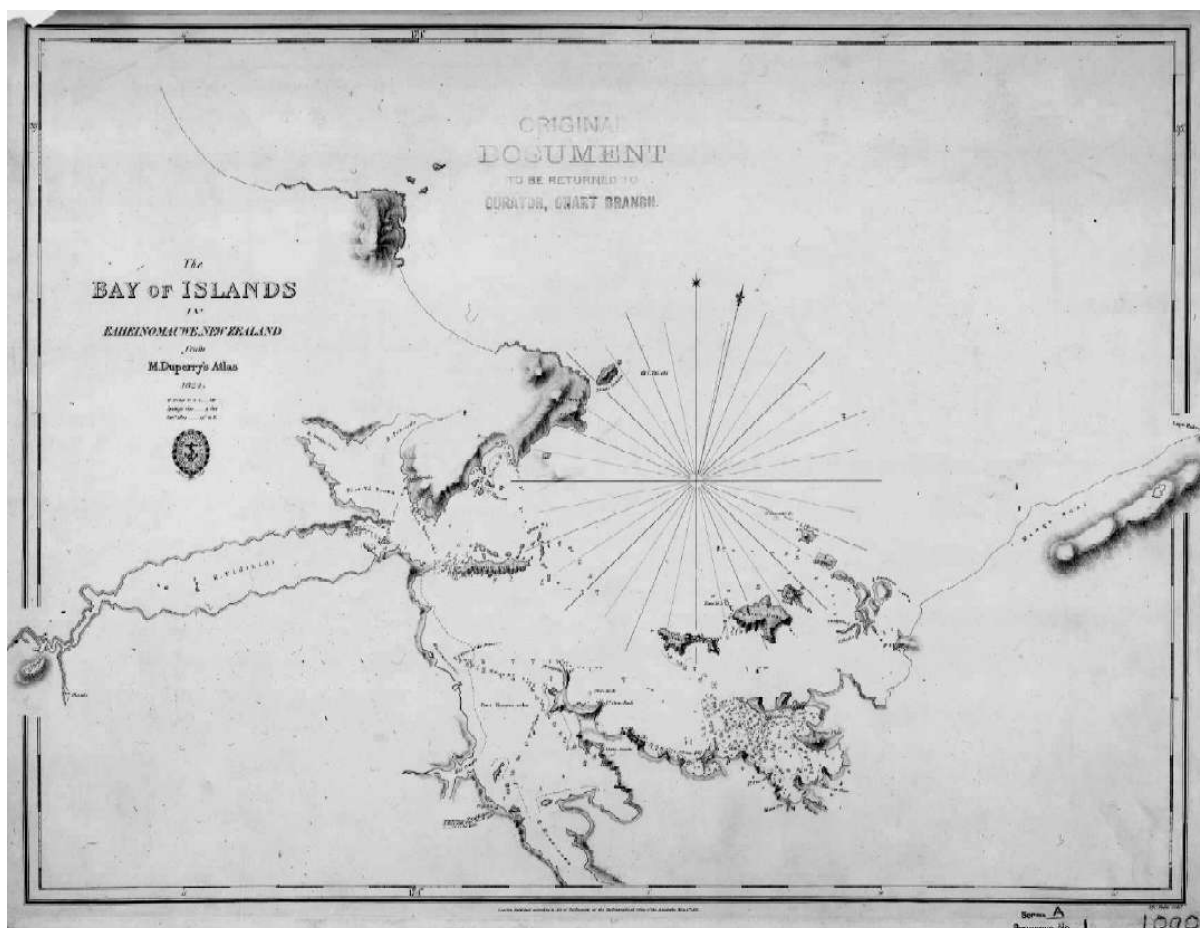


Fig.24. Chart of the Bay of Islands, 1833. Courtesy UKHO. OCB 1090 A1.

18th Wednesday Raining and hazy all day and blowing fresh.

In the morning Watch arranged Cables: and filled and Stood in the entrance of the Bay of Islands² and a very dangerous entrance it is of a misty morning - but fortunately the wind was right after us and we made a very Successfull passage of the Bay to an Anchorage about 4 Miles above the Town and brought up at about

following day to get water but was unable to do so due to the strength of the current and the surf at the landing place. Burney, *Chronological History*. III. p. 79.

¹ At the northern extremity of New Zealand in Latitude 34°29'S, Longitude 172°39'E, and named by Tasman after the lady to whom he was subsequently married. Ross. *Voyage*, II. p. 57.

² Entered between Cape Wiki, Latitude 35°09'S, Longitude 174°08'E, and Cape Brett, Latitude 35°10'S, Longitude 174°20'E.

½ past 10 AM¹. A more appropriate name in my opinion could not have been given to this Bay. It is a large Bay with innumerable Island Rocks detached from the main Land and thrown up as it were in romantic confusion. The Town of "Kooraricco"² lies on the left of the Bay, and Seems like a Stragglng village in the form of a half Moon. The land on both Sides appears to be entirely covered with scrubb with the exception of a few plots of green interspersed as it were by accident in different nooks. There is here and there an house on both Sides in apparently the most Lonely Situation. The natives who were in the Customs Boat informed me in broken English that every thing was very dear. There was very little fresh beef and that was imported: fresh pork 4^d per lbs No Yams and very few potatoes Flour £3-10[s]-0[d] per sack; and by what I could elicit the Missionary seems to have a great hand in everything and if all be true to whom great Monopoly must be attributable. There are Several Vessels laying in the Bay and River amongst which is a American 18 Gun Brig³ and a american Whaler, a fine Vessel with nine beautiful Whale Boats triced up. Nearly abreast of where we a lying there is what is to be rarely met with that is a vessel fitted up [as] a grog Shop lying in the middle of Stream. I thought at first She was a chapel.

19th Thursday Very fine and calm. Several natives came round the Ship in canoes made out of the trunk of a Tree. They are Stout fellows, not to say black a good deal tattoo^d and almost in a state of nudity. Got the Boats out and observatory all ready for going Shore. Captains Ross and Sullivan dined onboard: unbent sails.

20th Friday Fine & very warm: got the Observatories onshore. Landed the Bullocks and Sheep: Miscellaneous. A fishing party (of which I was one) took the Seine up the River in the Evening, made three hauls and got Some very fine fish viz - Salmon Trout - Whiting and Soles - with Several other Sorts: there is a great quantity of Cockles & Perriwinkles of a Large Size. I seen Some beautiful birds in the "Bush": "Erebus's" Killed Bullock and sent us half.

21st Saturday Fine: fishing party went went fish: met with but indifferent success. Went onshore to "Pahia"⁴ in the forenoon to look for a washerwoman: found her: she was a native of the county "Tyrone". The village of "Pahia" is a little Stragglng place in a Sandy Bay, with a few English and some miserable looking natives nearly naked. There is one "Public House" called Tebby's Hotel": it is like a decent looking country public House in England.

22nd Sunday Fine: Divine Service: American man of War Sailed: Spent a lonely Sunday.

23rd Monday Very fine: people employed onshore in building a temporary house for the Officers at the Observatory: Miscellaneous.

24th Tuesday Very fine: got the the fore yard down and Sent onshore: fishing party went away in the evening: had tolerable Success.

25th Wednesday Fine: Set Top mast Rigging up: "Erebus's" people commenced going on leave by Watches: fishing party tooked the Seine in the Evening only got a few fish.

26th Thursday Squally passing Showers: hands went up the River to fell spars for Studding Booms: returned in the Evening.

27th Friday Very fine party went up the River to cut Spars; returned at Night. Went up the river with a boats crew to Capⁿ Bates to Kill a Bullock: he was rather wild had to Shoot him.

28th Saturday Very fine. Fishing party went away in the Afternoon got Some very fine fish: Miscellaneous: very busy at the Observatory.

29th Sunday Very squally disagreeable weather passing Showers. All the Commissioned Officers of the expedition dined in the Gun Room - also Commander Sullivan.

30th Monday Fine. Boats preparing to go away for a Couple of days with the people to cut spars.

Fishing party went away in the afternoon and got the best lot of fish has been caught here yet. Several of

¹ Ross, *Voyage*, II. p. 59. Furling all our square sails, we ran before the wind, and, guided by the admirable chart of Captain Fitzroy, entered the narrows of the river Kawa Kawa [latitude 35°19'S, Longitude, 174°07'E], the ships stirring the mud up as they passed over the bar, on which there was rather less water than they drew, and anchored about a mile and a half from its entrance at 10 30 AM, in five fathoms. '

² Charted as Kororarika, Latitude 35°15'S, Longitude 17°40'E.

³ The *Yorktown*, Captain Aulick. Ross, *Voyage*. II. p. 60.

⁴ Charted as Paheha, Latitude 35°17'S, Longitude 174°02'E.

the natives in thier canoes came alongside with Cabbage which the disposed of very reasonable.

31st Tuesday Very fine. 3 Boats in charge of the first Lieutenant went up the River to cut spars took two days provisions with them. I went up to Capⁿ Batemans in the Afternoon with a Boatscrew to Kill a Bullock had some difficulty in getting him out of the Bush: put two Musket balls in his forehead before he fell.

September 1841

1st Wednesday Fine. Went onshore in the Afternoon shooting: went up to "Pahia" could come up with no game.

2nd Thursday Very fine: in the Morning H.M.S. "Favorite" hove insight. She was boarded by Commander Sullivan who brought her up and Anchored her between the "Erebus" and us¹. Immediately on boarding her he read his commission and took command of her. She passed close to us and was looking remarkably well. In the forenoon the Boats that were felling timber; returned, brought some fine Spars. The Favorite brought no news worth mentioning. She had been off the heads a week Since; was blown off and went to the River of "Thames".

3rd Friday Squally with passing Showers: Miscellaneous. Fishing party hauled the Seine in the Evening two or three times got some nice fish.

4th Saturday Fine: ordinary duties of the Ship: Hauled the Seine in the Evening.

5th Sunday Very fine: Divine Service.

6th Monday Inclined to be squally: Miscellaneous: scrubbed Hammocks and aired bedding.

7th Tuesday Very heavy squalls with rain. Went along side a vessel that came in Yesterday to ascertain where She was from and whether She had brought any Mail. She was "Chelydra" of Bristol, last from one of the Islands: had no mail: Captain Ross 's steward Supposed to have run away.

8th Wednesday Raining with heavy squalls all day and Night: a most Severe Night.

9th Thursday Very fine: a person would hardly imagine that two Such days could follow another: Miscellaneous.

10th Friday Fine: Miscellaneous. Favorites Officers dined onboard.

11th Saturday Fine: Miscellaneous: Hauled the Seine.

12th Sunday Fine: Divine Service. Sergeant Sampson of the "Favorite" came onboard to see me: he is nice pleasant conversable fellow: Spent a pleasant afternoon with him.

13th Monday Fine: hauled the Seine in the afternoon.

14th Tuesday Blowing fresh and squally all day. Got some old Sails that [had been] Saved from the wreck of HMS Buffalo².

15th Wednesday Raining very hard and blowing fresh all day with Sudden Squalls: heavy lightning at Night. Wrote a letter to my old friend Sergeant W^m Maxwell RM.

16th Thursday Squally with passing showers: fishing party hauled the Seine. Wrote a letter to my Brother John.

17th Friday Squally: Miscellaneous: Hauled the Seine got some fine fish.

18th Saturday Fine: Miscellaneous.

19th Sunday Fine: Divine Service. Went onboard the "Favorite" and Spent the afternoon with Serg^t Sampson. She is a very nice smart looking little Vessel.

20th Monday Fine: commenced watering.

21st Tuesday Squally with passing Showers: completed Watering.

22nd Wednesday Fine and very warm. Fishing party hauled the Seine and caught 15th Buckets of beautifull fish. "Favorite" ready for Sea.

23rd Thursday Fine. 5 AM The "Favorite" sailed for Sidney and will return here again before we sail. Fishing party went away; caught some nice fish.

24th Friday Very fine: Variously employed.

¹ Ross, *Voyage*. II. p. 74. 'H.M.S. Favorite arrived early this morning, when Commander Sullivan went on board, and superseded Lieutenant Dunlop [Robert J.W. Dunlop], who had been acting commander of her since the death of her lamented Captain [Commander Walter Croker].'

² ex East Indiaman *Hindustan*, storeship, Master, James Wood, wrecked 28 July 1841 in Mercury Bay, New Zealand. College. *Ships of the Royal Navy*. Navy List.

25th Saturday Fine: two years from England this Day.

A Melancholy accident occurred this afternoon as the Erebus "dingy" was returning from "Pah" with two Marines in her under sail. By some untoward accident She upset and one of the Marines George Barker was unfortunately drowned, and had not the Soldiers of the 80th Reg^t lying at the point providentially Seen the boat upset and Shoved off to her assistance, the other man must have perished also, as they arrived only just in time Save him. Barker is a man much regretted by his Shipmates, as he was a merry lively fellow and one of the strongest men in the expedition and well adapted for a service of this nature¹. This is the third man the "Erebus" has last by accident and I sincerely hope it he will be the last.

26th Sunday Fine: Divine Service. In the afternoon the Boats of both Ships employed creeping for the corse of Barker but did not succeed in getting him. They must have nearly had him as a piece of his Trowsers and half his Neck Kerchief was brought up on the forks of the "Creepers". In the Evening a boat capsized with a carpenter who lived at Pahia he got on an Island in the Mid Channel but not seeing any boat likely to come to him he attempted to Swim to the Main, in doing of which he was unfortunately drowned within a few Yards of the Shore. It is Reported he was in Liquor he has left a wife and three children to deplore his loss.

27th Monday Fine. Fishing boat went away and got some very beautiful fish: Miscellaneous.

28th Tuesday Fine: fishing party went away. In the afternoon one of Chiefs came onboard with his Suite - he had six wives - some of them with many children in thier arms. They all seemed highly pleased in getting a few Trinkets.

29th Wednesday Fine: Miscellaneous: Fishing party.

30th Thursday Fine: wooding: Miscellaneous.

October 1841

1st Friday Tolerably fine. Fishing party hauled the Seine and got a most plentiful Supply of very fine fish. A large American Whaler came in: touched working up to her Anchorage being a few minutes, got off again.

2nd Saturday Squally with rain.

3rd Sunday Very fine: Divine Service. Spent a lonely Day.

4th Monday Squally with passing showers: sent a boat fishing got a few.

5th Tuesday Squally with passing Showers: sent a boat to fish: was employed all day in the Gunner Store Room.

6th Wednesday Squally with passing showers: working party employed: Sent a Boat to fish.

7th Thursday Very squally with passing Showers. First Lieutenant with a Boats crew went up the River for couple days Shooting.

8th Friday Squally: sent a boat to fish; caught none. A Mail from England: received a letter from my old friend Sergeant Kelly the contents of which I cannot now expatiate on.

9th Saturday Fine. Went onboard the "Omega" of Fair Haven and purchased Some Potatoes for the Mess. Commenced writing a letter to my old Friend Serg^t J S Kelly RM. Sent a boat to fish, caught none.

10th Sunday Squally with passing Showers: Divine Service. In the Morning the mens "Tent" at the Observatory caught fire and was burned down with thier clothes, had the wind been in the contrary direction the observatory must have fallen a Sacrafice [to] the flames also, which would have crippled the expedition.

11th Monday Fine: employed SKinning Birds for the Capⁿ. Blue Shirts purchased onshore at 6/0 each for the people: to be stopped out of monthly money.

12th Tuesday Fine: Sent a boat to fish caught some very fine ones.

13th Wednesday Fine: got all our new spars off: restored the booms: sent a boat to fish had very good success.

14th Thursday Fine: went down to Korradicco on duty: Sent a boat to fish.

15th Friday Fine: very warm: Miscellaneous: Sent a Boat to fish.

16th Saturday Fine: extremely warm. Sent a boat to fish: had only one haul and loaded the boat with beautiful mackerel and carried away the seine or they would had many more.

17th Sunday Squally with heavy rain. Mustered by the Open list² and read Articles of War¹: a very

¹ Davis, *Letter*, p. 6. He was a great loss, as he was the biggest man in the expedition, and one of those jovial characters that by his jokes kept the mess continually laughing round him. '

² See Appendix 5.

unpleasant Sabbath.

18th Monday Squally with passing Showers. A survey held on Slops: hauled the Seine caught Some very fine Snappers.

19th Tuesday Fine: came on rain very heavy in the evening: cleared off in the first Watch.

20th Wednesday Very warm: Miscellaneous: in the evening a French Man of War came in².

21st Thursday Very fine. Term day³ at the Observatory: hauled the seine. A brig from Hobart Town came in brought a few letters.

22nd Friday Fine Capⁿ of the French Frigate "Heroine" went onboard the "Erebus": hauled the Seine.

23rd Saturday Fine: very warm. Captain's went onboard the the "Heroine". She fired a Salute on thier leaving which "Erebus" returned with ten Guns. Hauled the Seine.

24th Sunday Fine: Divine Service. In the forenoon HMS "Favorite" came in from Sidney: brought Some Newspapers but no letters which is a disappointment as we expected a Mail.

25th Monday Fine. French Frigate sailed. Went down the river in the afternoon Shooting. Shot a most beautifull Pig upwards 100 lbs - had a fine afternoons sport.

26th Tuesday Fine: Miscellaneous.

27th Wednesday Heavey rain with thunder & lightening continued all night.

28th Thursday Squally with passing Showers: Miscellaneous: Sent a boat to haul the Seine got very few fish.

29th Friday Fine: went to Koraddico on duty: Sent a boat to haul the Seine.

30th Saturday Very warm. Went to Koradikko on duty for the Capⁿ. A vessel from London called the "William Wise" last from Hobarton: brought no letters for the Ships: posted a letter for my old Friend Jerry Kelly. Sent a boat to haul the Seine.

31st Sunday Fine: Mustered by Divisions and performed Divine Service. In the Afternoon Serg^t Samson of the "Favorite" came onboard and spent the evening with me.

November 1841

1st Monday Fine: Miscellaneous. Captains gone on an inland expedition.

2nd Tuesday Fine: making Slight preparations for Sea: Sent a boat to haul the Seine got Some beautiful fish. Sent some to Serg^t Samson in the "Favorite".

3rd Wednesday Fine: bent the Mainsail and got the Boats in to See how they would Suit in a different plan of being Stowed. Unbent the Mainsail and got the boats out again. Sent a boat to haul the Seine.

4th Thursday Fine: Captains returned. The "Albatros" yatch arrived from Aucland, brought some letters: the owner Mr Blacket is not in her. Employed most of the day sKinning Specimens.

5th Friday Fine. Went to Kororadika in the forenoon on duty: went Pig hunting in the Afternoon - had Some capital Sport.

6th Saturday Fine: went to Kororadika on duty: a large English Whaler came in. Sent a boat to haul the Seine got a splendid lot of fish.

7th Sunday Fine in the forenoon: Divine Service: passing Showers in the Afternoon. Spent the afternoon onboard the "Favorite" with Sergeant Samson.

8th Monday Raining all day. Sent a boat to haul the Seine got very few fish.

9th Tuesday Fine: Miscellaneous: a colonial vessel off the heads in the Evening: employed marking Specimen cases most of the day.

¹ See Appendix 6.

² Ross, *Voyage*. II. p. 109. 'On 20th October the French corvette Héroine anchored off Kororarika, and I had the pleasure of receiving a visit from her commander, Captain L. Evêque.'

³ Terms or stated days of the German Magnetic Association on which every European magnetic observatory took observations, occurred four times a year. Observatories were established at Altona, Augsburg, Berlin, Bonn, Brunswick, Breda, Breslau, Cassel, Copenhagen, Dublin, Freyberg, Göttingen, Greenwich, Halle, Kazan, Cracow, Leipsic, Milan, Marburg, Naples, St. Petersburg, and Upsala. In addition Ross was ordered to establish observatories at St. Helena, The Cape of Good Hope and in Van Diemen's land (Tasmania). *Report*, pp. 1–16. Observations of dip, horizontal direction and intensity were to be taken. Ross records for the first Term Day, 'we obtained a very complete and satisfactory series of observations throughout the 27th and 28th of August [1840], with two sets of magnetometers, in which three instruments of each were simultaneously recorded at every interval of two and a half minutes throughout the twenty-four hours.' Ross, *Voyage*, I, p. 111.

10th Wednesday Fine: Miscellaneous: purchased a stock of new potatoes for the Mess.

11th Thursday Fine: rove running gear: and otherwise preparing for Sea. Sent a boat to haul the seine: caught no fish. Sailed Albatros".

12th Friday Fine: very warm: bent Sails preparing for Sea. Sent a boat to haul the Seine; tore the Seine and caught no fish. In the Afternoon went a pig hunting; had a long tramp over the Mountains but Seen none.

13th Saturday Very fine: Miscellaneous. In the Afternoon went with a party "Pig" hunting got one about 96 lbs. Sent a boat to haul the Seine got no fish.

14th Sunday Fine: no Divine Service: Captain not well: liberty men to and from the Ships. In the Evening a vessel called the "Countess of Minto" from Scotland came in; brought news of the "Tories" being in office¹.

15th Monday Very squally with heavy passing Showers all day. In the Morning went down to Kororaddika to ascertain if there was any letters - there was none - for the Ships. In the Afternoon Sent a boat to haul the "Seine": caught a quantity of beautiful "Mackerell".

16th Tuesday Squally with passing Showers all day. Small observatory came onboard otherwise preparing for sea. In the forenoon went down to Kororarika on duty.

17th Wednesday Fine: Miscellaneous: took onboard three Bullocks.

18th Thursday Very warm: Miscellaneous: closed and Sent the Mail bag away by a Merchant Ship.

19th Friday Extremely warm; Thermometer nearly 80° in the Shade. "Favorite" in boats preparing for sea. Cap^{ns} Ross & Sullivan dined onboard. Sent a boat to haul the seine.

20th Saturday Fine: in Boats: preparing for sea took the "Shacle" off: Observatory taken down & brought onboard.

21st Sunday Fine: Mustered by Divisions: Capⁿ not well. No Divine Service: all ready for Sea. In the Evening heard of a horrid murder at Man of War bay - a widow woman and child Killed, and Serving Mans head cut off, also Capⁿ Batemans House burnt down.

22nd Monday Fine: 4 AM unmoored Ship and hove in Short: would have Sailed but in consequence of the murder waiting to ascertain whether it was the Natives or not who perpetrated [it]². In the Morning the Captain of an American Whaling brig lying close to us expired suddenly: in what manner have not yet ascertained. Supposed to be from a blow given him by one of the crew over night, while in a State of intoxication.

23rd Tuesday Fine. At 4 AM got under weigh with a nice breeze, "Erebus" and "Favorite" in comp^y. At 9 AM cleared the Heads, parted from the "Favorite". She Stood away for Hobart Town we to the Southward and Eastward with a slashing breeze: Studding sails low and aloft³. At parting we gave her three hearty cheers which was returned. Breeze freshened in the Evening to half a gale: Ship Steering very wild.

¹ Lord Melbourne (1779–1848), the Whig Prime Minister, resigned after a defeat by one vote on a motion of no confidence in June 1841, and was replaced by the Tory Sir Robert Peel (1788–1850), who remained Prime Minister until his resignation in December 1845, but because the Whigs were unable to form an administration, returned in early 1846. His continued reforms split his party and he was succeeded by Lord John Russell (1792–1878), a Whig, in 1846.

² Ross, *Voyage*, II, p. 125. Late at night Commander Sullivan brought me a letter he had just received from the surgeon at Kororarika, who held also the office of coroner, stating he had received information that a most atrocious murder had been committed by a party of 'Maoris', who, after killing Mrs. Robertson, an European woman, three children, and her man-servant, had set fire to the house; and the inhabitants of the town, being in dread of an immediate attack, requested that an armed force might be landed for their protection. As this application was not backed by the magistrate, although he had been solicited to do so by the constable whom the coroner had charged with the delivery of it, I suspected that he considered their fears groundless. I, however, directed Commander Sullivan to send a strong party immediately to the village to make more particular inquiries into the circumstances, and report to me, without loss of time. Lieutenant Ellerman, to whom this duty was intrusted, returned soon after midnight, and acquainted me that he had found the inhabitants in a state of great excitement and alarm, but that he could not hear that any number of natives had assembled in the neighbourhood, and that many circumstances concurred to show that the murder had been an act of individual vengeance.'

³ The visit was recorded briefly by an anonymous letter writer, writing from HMS *Terror*, in Berkeley Sound (Falkland Islands) dated July 31st, 1842, which appeared in *The Athenaeum* (4 March 1843, p. 212); 'After remaining at Sydney three weeks, we went to the Bay of Islands, New Zealand, where we immediately erected the Observatories, and commenced our magnetometric observations. You must have heard a great deal about New Zealand lately, but I think it will be a failure as a colony; and as long as I could procure a crust of bread and cheese in England, I would not go there: it will be a loss to all, except land speculators; an honest man will never survive there, in my opinion.'

24th Wednesday Wind headed us blowing very fresh. Ship Labouring a great deal and Shipping heavy Seas: turned the hands up in the first watch to shorten Sail: remained until three bells in the Middle Watch: carried away foretopmast Stay sail, and wrung one of the whiskers nearly out of her. Seen Land in the morning watch.

25th Thursday Blowing fresh fresh all day close hauled: heavy sea on: a great many Albatros about.

25th Thursday Again - in consequence of the course we have Steered we have gained a Day which we are forced to dispose of in this way - two Thursdays in one week being a thing I may never see again: I am not likely soon to forget it¹. Blowing fresh all day: Moderated a little in the evening made Sail: a great many albatros about.

26th Friday Fine: light breeze: close hauled: a general issue of Slops: a beautifull night making Southing & Easting.

27th Saturday Fine: light breeze: going before it lower and Topmast Stud^s Sails: Killed a bullock: Missling rain in the Afternoon, "Erebus" in Close Company.

28th Sunday Very fine: Nice breeze all day going before it with Studding low & aloft: Divine Service a most beautifull night: a great many Albatros about during the Day.

29th Monday Fine: slashing breeze going right before it in Latitude 41°48 Long. 176°20 East: came on hazy in the Evening with light rain in the first watch: shortened Sail: Sounded twice in the night.

30th Tuesday Very hazy with light misling rain all Day, in consequence of which we passed Chatham Island² in the forenoon without Seeing it. Saw one very dangerous breaker at 9 AM, but Seen no Land. Arranged cables in the Morning expecting to come too at Chatham Island. Also in the morning had punishment, a very unusual thing with us but the individual richly deserved it his crime being Theft Robbing his comrade, dirtiness and general irregular conduct³. Hauled close to the wind at night and Shortened sail seen a great many porpoises.

December 1841

1st Wednesday Slashing breeze middling clear: closed hauled making Southing & Easting: unbent cables: many Albatros about.

2nd Thursday Fine: good breeze close hauled: Making Southing and Easting: "Erebus" in close Company: Seen many "albatros" and a few "Cape Pigeons", also one or two "Turns".

3rd Friday Very fine: very light breeze: close hauled. In the Afternoon "Erebus" hove too and lowered two Boats to Sound one came alongside of us. The man who was overboard from her the other day was Rogers who was under Sentence of punishment, which he richly deserved and which he got next day: he jumped overboard from the Quarter⁴. "The Erebus" people all well in Lat 48° 48.S. Lon 173°46 E.

4th Saturday Very fine: nearly a calm all: Capⁿ went onboard the "Erebus": Killed a Bullock in the Afternoon: nice little breeze sprung up in the Evening right after us. Saw one Penguin also a quantity of "Kelp".

5th Sunday Extremely fine nice light breeze: Studding Sails low and aloft both Sides: Mustered by the Open List⁵: Read the Articles of war¹: Divine Service.

¹ Davis, *Letter*, p. 8. 'We had two 25ths of November and two Thursdays in the same week owing to our crossing the 180th degree of longitude.'

² Latitude 43°55'S, Longitude 176°30'W.

³ The Log states 'Punished Jn^o Irvine with 48 lashes for theft.' ADM 55/134. Robbery technically involves violence and that is unlikely to have been the case here. (See Appendix 6, Article XXX.) Theft from a comrade was, and still is, regarded as a very serious matter indeed.

Instructions, 1833, p. 87, under Captain, Discipline at Article 27 state: 'He alone is to order corporal punishment to be inflicted, which he is never to do without sufficient cause, nor without previously signing a Warrant for it, nor is it ever to be with greater severity than the offence shall really deserve. The Officer and Ship's Company are to be present at every punishment, and the captain is himself always to be present on such occasions.'

⁴ Davis, *Letter*, p. 8. 'On 24th a man fell overboard from the *Erebus*, and although there was a heavy sea running he got hold of a life-buoy and was saved. We found out afterwards that he jumped over-board to escape punishment which he richly deserved. They have been too lenient, for I fully believe that severity in the beginning is lenity in the end. However, he got his deserts.'

⁵ See Appendix 5.

6th Monday Beautifull day: light breeze and Variable: Seen Several Penguins: a few albatros.

7th Tuesday Fore part of the Day inclined to be hasey wind Variable and light: many albatros about: Seen one Whale Spouting in the Evening: air getting cold: "Erebus" in close company.

8th Wednesday Fine breeze: light fall of rain and sleet: averaging 6 Knots all day: "Erebus" Keeping very close Company.

9th Thursday Blowing very hard all day: heavy Sea on and very heavy squalls of Sleet and hail, with cutting wind: closed reefed T.Sails & reefed F.Sail also storm stay Sail.

10th Friday Still blowing very hard: close reefed as yesterday squally: Ship labouring a good deal, and Shipping heavy Seas. Several Albatros about: seemed very hungry: they had almost a mind [to] light² on the Quarter Boats.

11th Saturday Very fine; little or no wind all day. In the Evening 4 or 5 Grampus's passed close under our bows. They seemd as if they were prosecuting a journey for the[y] Kept in a Strait direction as far as you could See them. Day Light till 11 PM or nearly.

12th Sunday Very fine: good breeze all Day going before it Stud^g Sails: averaging Six Knots.

Mustered by Divisions in warm clothing & sea Boots: Divine Service: in the Evening came on light missling rain.

13th Monday Extremely hazy all day and night: good breeze going before it: ships Keeping very close company. A nasty thick rain falling: lost sight of the Erebus in the evening for a short time both Ships beating thier "gongs".

14th Tuesday Light wind & light fog all day. In the Evening the fog came on so thick you could not see the "Erebus" fifty yard off: Kept firing Muskets: Ringing the "bell": and beating the "Gong" at intervals: continued so during the night. In the afternoon lowered a boat down and boarded the the "Erebus" all well onboard: she sounded three times the last with two thousand fathoms of Line; our boat took the Line out: strong current running nearly four Knots. 10 Degrees from the Antartic circle.

15th Wednesday Light wind & rather Foggy all day: in the Evening very foggy. Erebus out of Sight frequently: Ringing the Bell &^c.

Erebus Lowered a Boat & Sounded with long line.

16th Thursday Foggy all day good breeze but weather very disagreeable. In the Morning sighted the first iceberg, a Large one, after which passed two more very stately ones, wending thier way to the Northward. Passed Some Small ice in the first watch.

17th Friday Fine: Slashing breeze: passed Several ice bergs: Killed our Last Bullock, putting a sufficiency away for Christmas day & Newyears day at the rate of double allowance. In Latitude about 62° S, at 9 PM thirty icebergs in Sight also a tolerable sised field of ice. Light snow squall at 11 PM: weather very cold: got the "Crows Nest" up. Erebus hove too & sounded with Long line.

18th Saturday Very fine: at 30 - 4 AM³ made the ice and entered it. It does not appear to be so close as last year and much farther to the northward: ice very hummocky. Passed one Large Seal and her cub lying on a floe of ice: many Whales Spouting. Ship received some very clumsy rubs from the the packed ice. A number of Cape Pigeons flying about also of the new Species of white Bird.

19th Sunday Very fine ice rather thick: Divine Service. Erebus Lowered a boat in the forenoon and landed on the ice with Some instruments⁴. Passed Several Seals and a few Penguins: a number of Snow birds about and some Cape Pigeons: Saw four Whales Spouting. In the first watch Capⁿ Ross and Several of the Officers on the Erebus came onboard: night most beautifull. Captain Ross went 30.10 PM and remained Shooting on the ice till midnight.

¹ See Appendix 6.

² To fall and settle on a surface, as a bird, a snowflake, a person leaping upon the ground, or the like. *OED*.

³ Presumably this means 30 minutes before 4 A.M.

⁴ Ross, *Voyage*, II. pp. 146-7. I took this early opportunity of obtaining magnetic observations on a large floe of ice, for the purpose of ascertaining whether the corrections we employed for the effect of the ship's iron were still to be depended upon. We were at this time in latitude 63°23'S., longitude 149°58'W., having penetrated the pack nearly one hundred miles in a south-west direction. The magnetic observations on the ice agreed very satisfactorily with those made on board the ships; by them we found the magnetic dip to have increased to 77°23'S., and the variation to 20°2'E.; on board the Erebus the dip was 77°25'S., and the variation 20°14'E. '

20th Monday Very fine but cold; ice middling thick: lowered a boat. Captain boarded the "Erebus" and on his passage got nearly upset by a whale, the stem of of the Cutter taking the whales Spout hole just as he was blowing. Fortunately he made a sudden retreat. Made fast to a Floe of ice & filled four tanks with beautiful fresh water ice: Made Sail in evening. The Erebus's people Killed two or three Seals on the ice: passed many: Seen one whale. In the first watch Seen three Penguins on a floe of ice: Several Snow birds shot & Cape Pigeons.

21st Tuesday Fine: Sailing among the ice: the floes getting apparently heavier. Got fast once or twice Erebus the same. Seen Several Seals on the ice: one whale Spouted close under the bows. In the Evening came on very foggy: both ships Kept firing muskets at intervals of five minutes. During the day getting every thing ready for for the use of Sylvester's "Patent" heating Apparatus¹

22nd Wednesday Fine: running through very heavy ice all Day & Night. In the evening got fast; had Some difficulty to get clear it took us three hours. Erebus Killed Several Seals & Penguins on the ice: passed an immense number of Seals in the course of the day. Heating apparatus all ready for lighting.

23rd Thursday Fine very light wind: tacking through very heavy ice. In the afternoon hove too, Capⁿ boarded the "Erebus". Both Ships made fast to "floes" of ice and watered Ships. Killed one Seal three Penguins and many Snow birds²: made Sail at 11 PM progressing very slowly: all well onboard the "Erebus".

24th Christmas eve Fine: tacking through the ice all day: ice getting very heavy. Thought we Sighted Land but could not Say whether it was not a part of the Barrier ice. Ships Keeping very close: making preparations for Christmas Day.

25th Saturday Christmas Day being the third we have had in her and all at Sea.

This was any thing but a pleasant one as the people was employed the greatest part of the Day in warping and tacking through very closely packed ice: had a beautiful Dinner but could not enjoy it being obliged to eat it by watches. Got several penguins off the ice: Some very large ice bergs about: all the Officers dined with the Captain.



¹ See Appendix 9.

² Davis, *Letter*, p. 11. While fast we killed a seal of the hair kind [probably a fur seal, *Arctocephalus gazella*], caught three penguins of a kind unknown, and shot lots of white birds. These birds are only found in the antarctic regions; the proper name of them is, I believe, *Procellaria nivea* [possibly the Snow Petrel *Pagodroma nivea*]; they are beautifully white like the snow itself. '

Fig. 25. Leopard Seal (*Hydrurga leptonyx*) on ice floe, Bransfield Strait, 1970. R. J. Campbell.

26th Sunday Blowing fresh: reefed topsails: ice breaking fast: tacking all day in a pool of water: not able to lay longer than about ten minutes on a tack. Killed two Seals on a "floe" one of them a beautiful Leopard Seal. Breeze freshened in the first watch: furled Main Sail. The Ship got the heaviest blow from a berg She has had since she's been out: we thought her bows were Stove in. Light fall of Snow at 10 PM: sleeting all night.

27th Monday Light wind: tacking and Laying too all day: Misty and foggy: good clear water: ice breaking fast: Killed a very large Seal. Capⁿ made every man a present of a Knife and each Mess one pound of thread: issued Soap & Tobacco: SKinned pair of beautiful Penguins for the Captain. Went in the Second Cutter after a Seal that was on a floe of ice: lost him. Came on very foggy in the first watch with light Sleet: rained hard during the night.

28th Tuesday Tried to run but came [on] thick weather: tacking most of the day: very light breeze. Killed three Leopard Seals on the ice: ice scattering getting rotten. Erebus Keeping very close company.

29th Wednesday Nasty wet foggy Day: could not see 20 yards before you: Ships tacking every Quarter of an hour. Capⁿ boarded the "Erebus". Got a most beautiful King Penguin, Stands four feet high and weighs 64 Lbs.

30th Thursday Weather precisely the same as yesterday: in the afternoon made sail: at 7 PM both Ship made fast to a floe of ice one on each Side: filled up with water. Serg^t Baker came onboard to see me: ice closing fast.

31st Friday New years eve: still fast: ice closed entirely round us: weather beautiful. In the course of the day built a nice apartment on the ice and put up a Sign of the "Pilgrim of the Ocean" on one Side, with the "Pioneers of Science" on the other¹. At 12 PM hoisted the Union and welcomed 1842 with three hearty cheers and "hands" splice the "Main brace". Drank her Majesties health after which the Officers had a jubilee in the Pilgrim of the Ocean and both Ships companies repaired on board the Erebus and commenced dancing which was Kept up until an early hour and every thing went of with the best of good fellowship².

It was a beautiful yet dreary Sight, to See the two Ships joined on the bosom of the deep with nothing in Sight only ice and snow and the Solitary Peterel or other Sea bird - it reminded me of Scotts "Diamond of the Desert" in the Talisman³.

1842

January

1st Saturday Was ushered in with joviality and hilarity; I hope it will go out so. Day very fine and a perfect

¹ C. J. Sullivan, SPRI MS 367/22. the ice completely shut us up at 6 p.m. we cast out Double Anchors one over the bows one a stern. The Terror the other side of the berg here was a Game in the Antarctic Seas a public house Erected on the berg with all Kinds of Games a grazy [greasy] tailed pig, climbing a grazy pole, jumping in a bag. '

² Davis, *Letter*. p. 12–13. 'A few minutes before twelve you would have been stunned with the noise that was made, each ship trying to beat the other - blowing of horns, beating of gongs, squealing of pigs (for the men took the latter under their arms to make them make a noise), and all kinds of diabolical music - and at twelve it was increased by each ship ringing forty-two bells, which is called ringing the New Year in. We then all (I mean the officers of course) assembled at our refreshment room on the ice between the ships where the two captains soon joined us. Captain Ross was in high spirits, shaking hands with everybody and wishing them a Happy New Year. He then drank the health of all our men (for they were all up), the hands having been turned up to 'Splice the main brace'.'@They then cheered him, and the same thing was done by Captain Crozier to the *Erebus*, and after more drinking and cheering we separated for the night, or morning. '

³ The story, set in the time of the Crusades, takes place during a truce between Richard I and Saladin. King Richard asked Saladin to appoint a place for a trial by combat between two crusaders and he selected the Diamond of the Desert, a spring in the Syrian desert in the vicinity of the Dead Sea. On arrival the Crusaders surmounted the line of low sand hills, and came in sight of the appointed station, where a splendid but at the same time a startling spectacle awaited them.

The Diamond of the Desert, so lately a solitary fountain, distinguished only amid the waste by a solitary group of palm-trees, was now the centre of an encampment, the embroidered flags and gilded ornaments of which glittered far and wide, and reflected a thousand rich tints against the setting sun. The coverings of the large pavilions were of the gayest colours, scarlet, bright yellow, pale blue, and other gaudy and gleaming hues, and the tops of their pillars, or tent-poles, were decorated with golden pomegranates and small silken flags. 'Scott, *Talisman*. pp. 412–3.

Calm: no opening in the ice. During the day cleared away a four corner Ground and sKittle Alley on the ice also a ring for a jingling match¹ and a ball room for the Officers.

At 9 PM, on a Gun being fired from the "Erebus" a Silk Union jack Royal Standard & Ensin was hoisted on the ice and a Royal Salute was fired by a party of Seamen with Muskets who were acting "soldiers" headed by Mr Oakly and presented a most Ludicrous and Laughable appearance. The Officers drunk H Majesties health in Champagne and the Ships Company spliced the Main brace and drank her health with I dont Know how many cheers. After which dancing commenced and was Kept until midnight when Sunday morning walked in and hauled down the colors, and dispersed the Company². The jingling match afforded a deal of amusement: we in all spent a very happy New Years day Considering where we were and every officer deserves credit for endeavouring to make every one comfortable³.

2nd Sunday Fine: ice perfectly close: Mustered by Divisions: performed divine Service a still quiet day.

The reflection of the Sun on distant large ice bergs presents a most Sublime sight: one penguin Killed on the ice.

3rd Monday Fine: light breeze which increased at night with snow: ice opening a little to the eastward.

The Evenings amusement on the ice commenced with jumping in Sacks: A Pig hunt and climbing a greasy pole for rum also a bear beat and other laughable &^{cs}. A number of snow birds and several gigantic Peterel about: snowing all night.

4th Tuesday Strong breeze: Some very large icebergs drifting very fast, had some narrow escapes from them: ice breaking and opening. Seen a "whale" a "seal" & many "Pro nevia"⁴: both ships still fast: Snowing all night.

5th Wednesday Fresh breeze a good deal of clear water. Caught five large King Penguins⁵ the smallest weighing 64 lbs the largest 71½: all beautifull & clean. In the evening the people all sKylarKing on the ice snow in the night - if night you can call it with the Sun Shining.

6th Thursday Fine: plenty of clear water but the wind against us. Caught the largest Seal that has been caught to the Southward; measuring 12 feet and the flesh alone after being sKinn^d, bled the blubber taken off[f] & the bones out weighing 750 lbs every particle was preserved. At 3 PM cast off from the floe of ice to which both ships were fast and on which we had ushered in the New year and spent some merry hours. We

¹ Jingling match. a diversion in which all the players are blindfolded except one, who keeps ringing a bell in each hand, while the others try to catch him. 'OED.

² C. J. Sullivan, SPRI MS 367/22. 'we kept up Dancing until 5 o'clock in the morning When it ended with three or four Pugilistic matches in the Forecastle which peaceably Ended... The Games went off well the Exhibition in the circus far Exceeded the Waltzing in the Ball room. James Savage carried the prize in the Bag. Jatter Welsh half strangled the pig and Bandy carried the prize for the pole. When the Essence of the Barley heated our Gents the Snow Balls went flying. After a round of coffee they withdrew from this Rare Scene of mirth So that the Tavern Tap and ball Room half Empty bottles in fact the whole ice berg belonged to our Jolly Tars until morning.'

³ Davis. *Letter*. pp. 13–15. 'We all dined together in the gun-room, and after dinner, at about eight in the evening, we all went to a ball on the ice, a ball-room having been previously cut, with sofas all round, of course all made of snow. Flag-staffs were planted with the Royal Standard; two or three silk Union Jacks, besides other flags, presenting, I assure you, a very gay appearance. I must mention the sign-boards (for it was supposed to be an inn): one was The 'Erebus and Terror', and the other, rigged on a boat-hook staff and an ice-axe, presented the figure of Bacchus in one corner and Britannia in another, and something else equally fine in the others ... But in the centre was painted The 'Pilgrims of the Ocean', and on the reverse ... The 'Pioneers of Science', at which Captain Ross was greatly amused. On the signal being given (a gun from the *Erebus*) the two Captains made their appearance (under a rather irregular salute of musketry from a party of the men rigged as a guard of honour) and took their seats on a raised snow sofa, and soon after the ball commenced. Of course Captain Crozier and Miss Ross opened the ball with a quadrille; after that we had reels and country dances.... Ladies fainting with cigars in their mouths, to cure which the gentlemen would politely thrust a piece of ice down her back. But it would require a 'Boz' to give any idea of the ridiculous scene; it was beyond all description, and the best of it was there was not an ill word the whole time, although there were some very heavy falls and many a sore face from the blows of the snowballs.'

⁴ Snow Petrel - *Procellaria Nivea*. Name changed to *Pagodroma Nivea*. 'Gray, Birds, p. 37.

There are now known to be two forms of the Snow petrel, the Lesser, *Pagodroma [nivea] nivea*, and the Greater, *Pagodroma [n] confusa*. Hadoram Shirihai, *Complete Guide to Antarctic Wildlife*, pp. 141–2.

⁵ *Aptenodytes patagonicus*.

left a cask with the Ships names and date on it. God Knows will it ever be picked up. Tacking in clear water: lowered 2nd Cutter Capⁿ went onboard the Erebus: Seen a very large whale.

7th Friday Dirty foggy day tacking in a pond of clear water bearly holding our own. Seen Some King Penguins on the floes of drift ice. The Erebus lowered a boat after a Seal: after the crew Struck him he took the water and Returned and faced them again: but soon forfeited his life for his temerity.

8th Saturday Light wind in the fore part of the day: came on to blow fresh in the afternoon and Evening Reefed Topsails. Tacking in the ice: doing very little Seen plenty of pro nivia and whale. A boat came from the Erebus, and while she was alongside a beautifull Penguin came up close to her on a floe of ice and was captured they cut us clean out him.

9th Sunday Fine hard wind clear sky: tacking among the ice about every ten minutes all day & night: barely holding our own. Mustered by Divisions: Seen two whales: Erebus lowered a boat after some Penguins.

10th Monday Particularly fine tacking among ice: 37 miles farther to the Northward than on New Years Day. In the Evening made Sail; Tryed to run made little progress: ice very thick. Killed one Seal in the forenoon: very difficult Sailing in the first Watch: Killed two Seals in the Middle Watch.

11th Tuesday Very fine regularly beset. Both Ships made fast to a Small floe of ice: had Some difficulty in warping up to it. The body of the ice very thick and drifting very fast to the Northward. Went in the 2nd Cutter after a very large Seal he made hard fight and finally got in the water, but I think he had received his death wound. Several whales about but all humpers¹: Captain Ross onboard all the Evening.

12th Wednesday Very fine: at 9 AM cast off and made Sail. There was a very large Berg close to us at the time: ice a little opener, wind very light. Set fore topmast & T.G¹ Studdingsails a great many seals on the ice Killed one or two.

13th Thursday Fine. Trying to run but doing very little, ice so very thick: wind very sharp: a number of Seals on the floes of ice: Killed two also caught a most beautiful King Penguin weighing 78 lbs². Erebus's people over on the ice trying to track her but very little use. Some very large icebergs interspersed among the drift ice.

14th Friday Cold: tacking all day in a small pond of open water: ice closing [in on] us fast: Ships drifting to the Northward in Spite of us: Several Seals on the ice.

15th Saturday Weather Gloomy: tacking about every ten minutes all the fore part of the day. In the afternoon both Ships made fast to a large berg with a floe of drift ice between: Ships drifting to the Northward. Spliced "Main brace".

16th Sunday Particularly fine Still fast: performed Divine Service: Erebus Killed a Seal. Captain Ross on a large floe of ice with the instruments all the evening³. No apparent prospect of getting South.

17th Monday Blowing fresh all day from the N.E. Ships drifting to the Southward & Westward: heavy Swell on. Ice very thick and heavy some very large icebergs about nearly had to cast off once to avoid them. In the first watch took two reefs in the Topsails and clewed them up, Erebus Killed one Seal: night looking very gloomy.

18th Tuesday Blowing very fresh from the N.E. At 5 AM turned the hands up, in consequence of the Heads

¹ Humpback Whale, *Megaptera novaeangliae*. See Cunningham's remark on 21st January, 1843.

² Ross, *Voyage*, II. pp. 158–9. These enormous birds varied in weight from sixty to seventy-five pounds. The largest was killed by the Terror's people, and weighed seventy-eight pounds... They were first discovered during Captain Cook's voyage to these regions, and the beautiful unpublished drawing of Forster the naturalist, has supplied the only figures and accounts which been given to the public, both by British and foreign writers on natural history. Mr Gray has, therefore, named it in the zoology of our voyage, *Aptenodytes Forsteri*, of which we were fortunate in bringing the first perfect specimens to England. 'In Gray *Zoology*, pp. 38–9, *Aptenodytes Forsteri* is named *Aptenodytes patachonica*, however plate 31 (titled *Aptenodytes Forsteri*) clearly shows an Emperor penguin. It would seem therefore that Cunningham's identification of this as a King penguin, *Aptenodytes patagonicus*, was in error.

³ Ross, *Voyage*, II. pp. 165–6. 'All the circumstances being favourable for the purpose, I went on the ice to take magnetic observations in the evening, chiefly with the view of ascertaining whether the corrections we applied to those taken on board our ship remained unchanged, and if not, to afford the means of deducing accurate corrections.

There was a gentle swell from the westward, which kept the instruments in motion, not sufficient, however, to vitiate the observations in the slightest degree; the wind having died away, so that perfect calm prevailed, an extensive and satisfactory series was obtained, which gave equally satisfactory results: the magnetic dip was found to be 79°39'±5 S., and the variation 25°15' East. '

Hawsers of the Erebus carrying away and the large berg got adrift taking her ice anchors with it. We succeeded in Keeping fast to the floe of ice that was between us: ice very thick and heavy: Ships drifting to Southward and westward. At 5 PM a very large iceberg came drifting onto us and we barely got Sail on the Ships in time to Save them from being Smash^d. Still Kept our floe fast between us: came on very foggy: at 9 PM smart fall of rain: all the first watch the Ships Receiving very heavy rubs from the ice.

19th Wednesday Gloomy Miserable day. At 3 AM cast off from the floe: the Hawsers snapping like carrots. All day tacking in small spaces of open water. In the afternoon an iceberg stove our stern boat - near escape. Heavy wet falling all the evening and first watch: in the first watch tacked 29 times. Erebus Keeping very close company: ships barely weathering one another; an tremendous large berg just to windward.

20th Thursday Blowing a gale all day: in the thickest of the ice with no open water: Ships labouring a deal: ice striking them heavily. Shattered our Rudder all to pieces: got spare one up out of after hold and bolted it together¹. Ship driving as she liked: sails close reefed and clewed up: both ship in a most dangerous predicament having most narrow escapes in endeavouring to get clear of the large bergs. A berg took the yard arm clean off the Spare Topsail yards in the chains²: drifting to the SouthEast. Seen Several Seals.

In 66E 37 S and no prospect of getting any farther South worth speaking of. Moderated a little in the night, which was very fortunate for us, as eight & forty hours longer in such weather would have Knocked the Ship all to pieces. Stove one of the surf boats so as to render her useless³.

21st Friday Weather clear blowing rather stiff: but as the wind fell the ice overpowered the swell. About one o'clock both Ships made fast to a floe of ice after a deal of difficulty: unshipped our Rudder found it in a deplorable state. 2 pintles broke & one gudgeon also main beam wrung nearly off. Knocked all the copper⁴ off and found it almost past repairing: the Erebus's Rudder was also damaged and Several Sheets of Copper off both Ships.

22nd Saturday (Hands) on deck all day Repairing damages. Carpenters and blacksmiths of both ships employd about the Rudder. The Surf boat that was damaged was broke up on the ice for fire wood being completely useless. Got the spare rudder over the side all ready for shipping as soon as the ice clears away from the stern: worked till 10 P.M. The Erebus Knocked one of her skids and some of her Davids⁵ down to

¹ Davis, *Letter*. p. 17–18. ‘... but we experienced a greater loss in our rudder, which was broken and rendered useless at ten in the forenoon. A tongue of ice got under it and completely ground it round, splitting it all the way up, tore two of the braces of the gudgeons out of the stern-bolts and carried away three of the pintles (all of which were of the size of a line-of-battle ship's), and the rudder as it was immovable.... We got our spare rudder up, and put it together, but could do nothing more, and we had doubt whether it would ship or not owing to the gudgeons being torn away. I suppose the Dockyard men thought it impossible, and, instead of having spare gudgeons between the others and pintles on the spare rudder to match, they were both fitted alike.’

The rudder of a ship is attached to the stern post by pintles, metal bolts fastened to the forward edge of the rudder (by bands on either side which stretch across the timbers of the rudder), with their points downwards. These fit into the gudgeons (goodgeons), metal clamps bolted to the stern-post (in a similar way to that in which the pintles are secured to the rudder). The latter have a hole in each into which the downward points of the pintle fit. There are generally four to six gudgeons on the stern-post depending on the size of the ship; *Terror* had six. To fit the rudder the pintles have to be lined up over the gudgeons and the rudder can then be lowered into position.

² See Glossary. Spare light spars were normally stowed vertically in the rigging with the lower end resting in the chains. Harland, *Seamanship*, p. 112.

³ Anonymous letter of July 31, 1842, in *The Athenaeum*, 4 March 1843, p. 212. ‘...and on the 20th [January] had a very heavy gale, with a tremendous swell, which rendered our situation for thirty-six hours truly perilous: it was more like being tossed about by an earthquake than a sea, the immense masses of ice threatening, as it were, to grind us to powder; and indeed no ordinary built ship could have stood it an hour; as it was soon after the commencement of the gale *Erebus* had her rudder rendered useless, by the head of it being wrung, and ours was completely torn from the stern post, although the fastenings were the same size as those used in line-of-battle ships; there we were - two ships in an unknown sea, drifting about at the mercy of the winds, and (I may say) ice, without being in the slightest degree able to assist ourselves: fortunately the gale moderated, and the swell went down so rapidly, that the next day we were enabled to make fast and repair damages. We had a spare rudder, and after a great deal of difficulty we were enabled to ship it, although only half as secure as it was before.’

⁴ Ships were sheathed with thin copper sheets below the water-line to prevent the teredo worm eating into the planks and to stop the accumulation of shell and weed on the bottom and so slow the ship down.

⁵ It would seem likely this should be Davits and not Davids.

make scarfing pieces for our rudder. No open water whatever in Sight: both Ships drifting with the body of the ice at the mercy of the wind without Rudders.

23rd Sunday Weather Fine. Artificers employed Repairing Rudder: still fast to the floe of ice: hands employed generally. At three PM turned the hands to ship Rudder: Kept trying to Ship it up till 11 PM without effect the Gudgeons on the sternpost being strained: give up and piped splice "Main brace". This has been very unlike a Sunday but we must not grumble being in imminent danger¹: no open water in Sight.

24th Monday Weather fine: Ships drifting to the Southward. At 7 AM turned the hands up, in Rudder, to alter the Pintles, and Kept getting it in and out till four PM when we got it shipped^d after a deal of labour. At 6 PM made sail taking our floe of ice with us. At 7-30 past got the Rudder inboard again to strengthen it with Iron bands². Called the watch at 9 PM after a good days work. At 10 PM drifted into some open water. The ice throughout the whole of this day very heavy.

25th Tuesday Weather thick. Still fast to the floe carrying a press of canvas to force us through the ice it being very closely packed. At 9 AM got the rudder out and slung over the stern all ready for Shipping.

The old Rudder being completed at 6 PM turned the hands up to Ship it. Got it shipped unshipped and hoisted inboard by 9 PM with some considerable labour³. Got the Yards & Stays down and decks cleared and piped splice the "Main brace". By 10 PM Ships making Southing but very slowly: in Lat 66° 53 S: passed through some pools of water in the night.

26th Wednesday Still fast to the floe. Stiff breeze: carrying plenty of canvas: Ice very thick making Southing. Got the old rudder lashed on the starboard side of the Q^r Deck as a stand by. Passed through Some pools of clear water in the evening.

27th Thursday Fine and Mild Making Southing slowly: both Ships fast to the floe all day. At 9 PM got into run of clear water turned the "Hands" up; Shipped rudder cast off from the floe and both stood to the Southward: Clear leads all the first watch. Caught two young King Penguins on the ice weighing 35 & 37 Pounds: They are beautiful birds. I sincerely hope we may get well South this Season: a quantity of the Erebus's copper off her bows.

28th Friday Very fine: light airs making little progress. In the Evening boxing about⁴ in open water: Ice thick in our proper course.

29th Saturday Blowing fresh: ice closing. In the afternoon both Ships made fast to a floe, after Some labour Unship^d Rudder and furled Sails Ship receiving some heavy thumps from the ice: came on to snow and continued all night.

30th Sunday Snowing all day: Divine Service. At one PM turned the hands to Ship rudder and make Sail: cast off: Some open leads to the Southward and westward. In consequence of the Lower deck being damp, lighted Sylvesters Patent heating Apparatus⁵ which soon dried it, but in the Afternoon the furnace and parts adjacent got so hot you could not touch them and some Plugs had got under the hot Plate and caught fire which caused Such a Smoke that we thought the hold was on fire. Cleared away and passed an immense quantity water down besides working the Engine. After some time the works cooled and all steam and Smoke ceased. Found there was no damage done¹. It caused a good deal of Labour. In all an very unpleasant Sabbath

¹ Davis, *Letter*, p. 19–20. 'The day after making fast was Sunday; we were at work all day and night, but they had church in the *Erebus*, and it may give you an idea of what Captain Ross thought of it when he said that beautiful prayer or thanksgiving in the 'Forms of Prayer to be used at Sea,' commencing "Oh most mighty and gracious God," returning thanks for our escape from imminent danger. It was the first time I have ever known it to be read publicly.'

² Ibid. p. 18–19. 'The *Erebus*'s rudder was soon repaired, and we patched up ours as a spare by scarfing it and filling up with oak plank, and hooping it round with ice saws which we were obliged to cut up for the purpose. We had great difficulty in shipping the spare one, owing to the remaining gudgeons being bent, and after trying for a whole day we managed it, and it is now holding by three instead of six.'

³ The replacement rudder having been unshipped for strengthening on Monday and then slung over the stern ready for fitting when the ship was clear of the ice. The old rudder was fitted to ensure it would be available as a spare if required in the future. See entry for the next day, and for Thursday for shipping the replacement rudder again.

⁴ To sail up and down often changing the direction. *OED*.

⁵ See Appendix 9.

but we must take the rough with the Smooth.

31st Monday Snowing: tacking ship and doing very little. Cleared every thing away from the heating Apparatus and got it all right. In the Evening Lowered the Q^r boats and got the whale [boat] out to tow Ship: towed till 10 °Clock: spliced "main brace": Night fine.

February 1842

1st Tuesday Fine dry day: Tacking all day in a little open water. At 6 PM wind shifted and got with some capital leads of water: Breeze fresh all first watch Ship slashing through it: Passed a very large berg. Ship receiving Some very clumsy thumps: heavy swell on. Got into all clear water in the night.

2nd Wednesday Fine breeze all Day: Little or no ice in sight. In the evening wind headed us tacked Ship. Seen a little drift ice and some very heavy bergs. In hopes of going to the Southward this Season yet, but we must be quick as our time is short.

3rd Thursday Blowing fresh but foul: tacking to windward all Day and night. Seen Some very ice to the Southward. Some very heavy bergs.

4th Friday Light airs till the Evening. At 5 PM breeze Sprung up and favoured us a little. Passed through some ice in the first watch. In the Afternoon lowered Whale boat and Captain boarded the Erebus.

5th Saturday Slashing breeze all day. Averaging 6 Knots: Making Southing & Westing. In 69° 51 S, 164 W L[ong.]. Came on to hail and Snow in the Evening very hard continued Wind Right after us. Spliced "Main brace:" very little ice to be Seen: heavy Sea on. Hope we shall reach 78° 0 yet this season. Nights beginning to shew dark.

6th Sunday Light airs but favourable: chopped round in the evening: thick fog and wet mist all day and night. Mustered by the Open List² and read the Articles of war³. In 69°58 S L[at.] and 167° W Lon. Some Small Stragglng pieces of ice about.

7th Monday Blowing very hard all day. Going under close reefed Topsails and foresail close hauled. Laying about South west and averaging five Knots. Heavy sea on: passed through Several drifts of loose ice: Many pro Nevia about. In the first watch a very large whale spouting close to Leeward. Making most westing.

8th Tuesday Forepart of the day fine with a Slashing breeze: Lower and Topmast Studding sails set: Going South. In the Evening fell in with a body of closely packed ice. Shortened Sail and tacked ship and stood away to the NW with a strong breeze close hauld. Passed through some heavy drift ice: came on to Snow with heavy squalls of wind. Turned the hands up to reef Topsails. In the first watch the heaviest Snow squal I ever saw for the time.

9th Wednesday Weather fine: Good breeze Tacking on and off the ice. In the evening Stood along a body of the most dangerous looking packed ice I have seen yet. It appeared as if it had been in a most tremendous gale of wind as it was all thrown up in large hummocks one on another. A most beautiful evening and first watch Standing to the westward. In the first watch Seen two Penguins they came up only once. A few Pteral Gigantia about and Some Pro Nevia: Several whales spouting throughout the night.

12th Thursday Very fine. Beating to windward but doing very little in consequence of the ice. A most delightfull evening: Several very large whales blowing in the first watch.

11th Friday Blowing fresh all day with Snow and Sleet: In all a very disagreeable day: close hauled: Making Southing.

12th Saturday Day fine: Good breeze: Making Southing & Easting. In the afternoon wind chopped round right after us: Set Studding Sails both sides: came on to snow hard with thick weather. Wind Variable in the first watch took the Studding Sails in. A great many sea bird about of several species. Set Studding Sails in the Night.

13th Sunday Tolerably fine wind fair. Mustered by Divisions performed Divine Service. Evening very fine: Light airs and variable but favourable. Several large bergs about but no drift ice: In 72° 23 South.

¹ Davis, *Letter*. p. 21 'After about three hours' hard work we got the fire under, and found that a number of plugs supplied for the Pateraroes [Paterero] which had been stowed in the funnel, all of which we thought to be out, had taken fire and caused the alarm. It is well we got off as we did, for the ship is so lumbered with combustible matter that any part of the ship taking fire would be attended with serious results. 'A paterero is a kind of small mortar sometimes used to fired salutes.

² See Appendix 5.

³ See Appendix 6.

A vast number of whales blowing and many whale birds¹ in thier track: Light airs all the first watch: Nice smooth water.

14th Monday Came on to blow at 4 AM: Rose to a Gale and continued all day and night: close reefed Topsails and courses: Laying SE. Snowing and Sleet all day and night: Ships labouring a good deal. Freezing very Keenly. Weather very thick: Battened down at night.

15th Tuesday Blowing very hard all day with snow and sleet. Shipping heavy seas over all and everything froze: Battened down fore and aft. In the morning passed two very large bergs one very close. At noon In 74° 23 S being farther than Weddel² or any other Navigators except ourselves. Moderated a little at night made Sail. Weather looking very dirty and uncommonly cold: shook reefs out in the night.

16th Wednesday Very fine: Up Royal Mast and yards in the morning: Light airs all day but favourable. Fore part of the day people employed beating the ice off the rigging. The afternoon the Erebus Sounded and got Soundings in about 2 hundred fathoms³. In 75° 5 S L[at.] at noon. In the Evening almost a calm with a nasty scotch mist falling: breeze Sprung up at midnight.

17th Thursday Rattling breeze all day carrying Studdingsails and averaging 6 Knots. Several Light squalls of snow. Only saw two or three small hummocks of ice all day going nearly South. In 75°-57 S L[at.].

18th Friday Day tolerably fine: close hauled: Some Light squalls of Snow Heavy sea on: Strong breezes. In the afternoon in tacking took a sea through the Cabin Window which done a good deal of mischief to papers of the Captains & it broke one of the Sashes all to pieces.

In the evening Sea unshipped the life bouy; "hove too"; Lowered Q^f. Boat and picked it up. At noon in Lat 77° 9 S & no Land in Sight Long 173 W. Many pro nevia about. A fine clear night but freezing very Keen. The Sky to the Westward in the first watch presented a most beautifull appearance.

19th Saturday A most bitter cold day. Blowing hard all day and shipping seas which froze as fast as they fell on the Decks. Gale continued all night: making Northing & Westing.

20th Sunday Blowing a gale. Shipping heavy seas and freezing very Keen. One & half Inch rope at least a foot in circumference with ice. The lower Deck very wet & disagreeable. At 7 PM furled mainsail & close reef^d Topsails which was a most difficult job. The ice about the decks thicker than ever I saw it before. No walking or Standing and the Sea washing over you and forming icicles instantly⁴.

The Erebus presenting a most dreary appearance everything appearing ice except her copper. In 76° 14 S L[at] & 167° 31 W Long. Spliced "Main brace": came on to blow uncommon in the night: carried away fore top M^t Stay sail Stay; turned up two watches and they were employed most part of the night, Sea washing over them. Sea washed away the life Bouy which is a great loss.

21st Monday 3-30 AM wore ship in consequence of approaching Some Streams of packed ice. Blowing a Gale all day and every thing froze: Lower Deck very wet and exceedingly uncomfortable: Peoples clothes all wet. Moderated a little in the evening at intervals with heavy squalls of snow: bent new fore top mast Stay Sail.

A great many Whales blowing in the night. Kept moderating during the night: made sail: Rigg^d out new

¹ Antarctic Prion or Whalebird, *Pachyptila desolata*. Roberts, *Edward Wilson's Birds*, p. 96; Hadoram Shirihai, *Complete Guide to Antarctic Wildlife*, pp. 176-8.

² Weddell reached 74°45'S, 34°46' 45" on 20 February 1823 in the Brig *Jane*, 165 tons of Leith, and Cutter *Beaufoy*, 65 tons of London. Weddell, *Voyage*, p. 37.

³ Ross, *Voyage*. II. pp. 195-6. In the afternoon we hove to and sounded in two hundred and ninety fathoms, on a bottom of green mud, the temperature at that depth being 32°, while that at the surface was 30°. The current was found to be setting S. 78EW., at the rate of nine miles daily. The dredge was put overboard for a short time, and many curious invertebrate animals and a small fish were taken in it. '

⁴ Davis, *Letter*. p. 22. The worst of this kind of weather is the unmanageable state of the ship, and the men of the watch cannot move to warm themselves, and when a spray comes over them they are literally moving lumps of ice. '

Anonymous letter, *The Athenaeum*, 4 March, 1843, p. 212. '...on the 20th we had a gale, but in open water. Still it was very bad, not on account of the wind, but the spray coming over us formed itself into ice before reaching the deck, so that everything was a mass of ice; coils of rope, and everything else were covered several inches in thickness, and most of our running gear about the bowsprit was carried away by the weight of ice formed on them. At midnight on the 21st we came in sight of a Pack right a-head. After half an hour's beating at the ropes we managed to get the ship round ... '

dolphin Striker.

22nd Tuesday Weather fine. Good breeze and fair; Studding sails both Sides low and aloft; averaging 5½ Knots all day. Making nearly a due South course. Thawing fast; got the lower deck nearly dry. In the evening Erebus got Soundings in 190 fathoms. Expecting to See either the Land or the Barrier soon. Some large ice Bergs about apparently Land bergs. Indistinctly See the Barrier at midnight.

23rd Wednesday Very fine. Standing in towards the Barrier until 6 AM. Tacked and stood out until 2 PM when tacked and Stood in again until 7-30 PM when we could not proceed any farther with Safety. The part we Stood into was a deep Bay where Large bergs had broke out of from the great Barrier. The Bay was completely covered with Pancake ice & hummocks. The Barrier appeard to be about 150 feet high and of a very irregular appearance in consequence of the frequent occurrence of large portions of it breaking away, but a most Sublime appearance as a whole with the reflection of a Strong Sun and clear Sky. Two Penguins passed on a very small Pancake you would think hardly capable of bearing thier weight. They look^d like two old Veterans with black Shaco.s on and Standing to "attention". At noon in 77° 48 S.L[at.] and at 7-30 PM in 78° 11 20¹ being farther than we have ever been before to the Southward or any one else.

After tacking, Standing along the barrier all the first watch. Pass^d a beautifull fur Seal on a hummock close to the Ship it was the first I have Seen. Many pro Nivea about; Pass^d through a quantity of Slud² ice.

24th Thursday Morning & forenoon fine. All the early part of the Morning Standing through heavy Pancake ice.

Great Quantities of Whales: Seals: Killers & Humpbacks³ also birds about. Going before the wind with Studding sails low and aloft. In the forenoon bent new Main & foresails. At noon came on to blow hard with continuous Snow: took in Stud^g sail & reefed Topsails; weather very thick; square yards; averaging 6 Knots. Making Northing Made Sail in the night.

25th Friday Tolerably fine with passing Squalls of Snow & hail: Fine breeze and fair: going 6 Knots. Passed through an immense quantity of Slud ice quite red, exactly like Iron rust, it had a most curious appearance on the water. Passed Some large bergs and a deal of drift ice. Saw few Whales and many Pro Nevia. Making Northing: In 74° 59 at noon. Night getting dark.

26th Saturday Fine: breeze right aft. Studding sails both sides until evening when shortened sail and hauled close to the wind in consequence of ice in our track. In the first watch passed through many streams of young ice. A Penguin Kept round the Ship all the first watch; he Seemed quite surprised. He sung every time he showed above water. Most part of the Day going 6 & 7 Knots.

27th Sunday A most beautifull day but freezing very Keen: Good breeze and right after us: studding Sails both Sides. In the morning bent new Topsails.

Forenoon Divine Service. Passed through immense quantities of young ice and Some very large bergs. In the evening light breeze. Lowered Whale boat Captain went onboard the Erebus.

At 7 PM bent new Spanker. Captain came onboard at midnight turned the "Hands" up, in boat and Secured her made Sail: All well onboard the "Erebus".

28th Monday Very cold but fine Slashing breeze all day: Averaging 6 Knots. A great number of very large bergs in Sight all day: passed through a deal of Pancake ice. In the Evening Ninety icebergs countable in Sight besides a great many you could not count. Some of them the largest drift bergs we have met. At 9 PM turned the hands up in consequence of being close on to a very large berg and not being able to tack: fortunately we just cleared it or else we must have been smashed all to pieces as we were going 5 Knots close hauled with a

¹ Ross, *Voyage*, II. p. 201. The Terror came up to us in about half an hour, when an interchange of signals took place. The latitude of the Erebus computed from our observations at noon was 78°8'S., that of the Terror, 78°41'S.; the mean of which 78°9' 30"S., was adopted as our latitude, which would place the face of the barrier in 78°41'S., in the longitude of 161°27' West. From this point it trended considerably to the northward of east, forbidding the hope of our reaching a higher latitude this season; and although we had only surpassed that of last year by about six miles, we could not help feeling that but for the success which had attended our exertions on that occasion, the result of our operations this year would be more highly appreciated ...'

² Probably Sludge. See Glossary.

³ Killer whale, *Orcinus orca*, and Humpback whale, *Megaptera novaeangliae*.

Strong breeze and heavy Swell on¹. At 10 PM not so many bergs in sight. Reefed topsails.

March 1842

1st Tuesday Fine but cold: Good breeze and fair all day. In the afternoon passed a small Stream of pack ice with Several Seals on it and many more trying to get on it. Throughout the day passed many bergs and a deal of ice. Slight squalls of Snow in the evening; at Night Shortened Sail and hauled close to the wind.

2nd Wednesday Fine: Good breeze all day and fair: going to the Northward and Eastward: Not many bergs in Sight. Light air the evening and a Calm in the first watch. Air not so cold.

3rd Thursday Day fine: Nice breeze. Ship just near enough the wind to Keep Slap full. The Afternoon both Ships Shortened Sail. Lowered 1st Cutter & sent onboard the Erebus: All well on board. At 6 PM weather became very thick & dirty. Reefed Topsails and Driver: Struck Top Gal^l yards: blowing rather fresh but not to say cold: only one or two large bergs in sight.

4th Friday At one AM came on to blow very hard and freshened till 8 AM; close reefed Topsails and courses: furled Mainsail & foresail: Also fore Topsail: Heavy Sea on. Moderated in the afternoon: Shook reefs [out] and made Sail wind dead against us. At noon 3 miles farther to the Southward than Yesterday: wind variable in the first watch. At 10 PM Some bright displays of aurora darting towards the zenith from Canopus.

5th Saturday Blowing fresh all day but fair. Heavy sea on. At 11-30 AM double reefed Topsails: averaging 7 Knots all day and first watch under Topsails double reefed & courses. In the morning Watch up Top Gallant yards.

At noon in 67° 4 S. L[at.] 172° 0 W Lon. At 7 PM Spliced Main Brace. During the day rove new Top sail Braces & Secured the Boats all ready for heavy weather.

6th Sunday Very fine: nice breeze right aft Studding sails low and aloft: Averaging 4½ Knots all day. Mustered by the open List². At noon in 65° 5 L[at.] 168° W Long. A great many Humpers³ about. Passed Several large bergs apparently thawing fast.

7th Monday Nice light breeze right aft Studding sails both sides low & aloft; averaging 3½ Knots all day. Light squalls of Snow throughout the Day & night at which times air very cold. Sent down the Royal Rigging for a full due till we have cleared those dangerous Latitudes.

8th Tuesday Weather fine: good breeze right after us: Averaging 4½ Knots all day: Some light squalls of snow.

9th Wednesday Weather very fine: Rattling breeze: averaging 5½ all day. Making Northing & Easting fast: wind nearly headed us. In the evening could just carry a fore top M^l Stud^s Sail. Have not seen any ice these two days, I think we are clear of it.

10th Thursday Slashing breeze all day: averaging 6 Knots. In the Evening passed a very large Barrier berg. Came on to blow hard in the night; double reefed the Topsails. Heavy squall of snow in the first watch: Going right before the wind.

11th Friday Blowing hard all day right after us: going 7 Knots under treble reefed Topsails & foresail: heavy sea on: weather looking very squally with Sleet and Snow occasionally: Steering due East.

12th Saturday Nearly a calm from 12 till 4 AM after which a staggering breeze nearly right after us: Going 7 Knots all day under double reefed Topsails & Foresail. Weather very thick with Sleet: Heavy Sea on. In the evening Seen Some Porpoises. Making a beautifull passage so far for the Falkland Islands.

13th Sunday Such a one as I hope I may never spend again. 0 30 AM, had just turned in and was dosing off to sleep, when All Hands was call.d with the dismal cry of large ice bergs close ahead. The people jumped out of thier Hammocks and made the best of thier way on deck naked as they were, but before they all got up the two ships run foul of one another. When I got on deck a sight presented itself which made the Stoutest heart

¹ Davis, *Letter*. p. 24. 'Just before 9 o'clock the *Erebus* weathered a large one [iceberg] (which was a great object to weather), about a quarter of a mile, we being to leeward weathered it also, but within thirty yards; the sea between us and it was like a cauldron of boiling water, and breaking against it with great fury. I hardly breathed while we were passing it. The hands were on deck to tack, but she would not have got round. They said in the *Erebus* that it was a very pretty sight, but more interesting to those that are safe than to those present.'

² See Appendix 5.

³ Humpback Whale, *Megaptera novaeangliae*.

quail and I believe every man resigned himself to eternity without hope except in his maker. It is requisite to say that it was pitch dark with nearly a gale of wind and both Ships going before it under double reefed Topsails at the rate of 7 Knots an hour and Steering very wildly. The Erebus was on our Starboard beam something under a $\frac{1}{4}$ of a mile. At Midnight She observed a large berg on her Starboard bow and also ahead with apparently clear water on her port bows. We observed a large berg on our Port bow and also ahead with apparently open water on our Starboard bow. The consequence was She bore down We bore up and both Ships came in collision with a Violent crash: us to leeward with a tremendous berg so close on our lee beam that you could throw a biscuit on it: with a fearfull Sea foaming against it.



Fig. 26. Collision between HMS *Erebus* and *Terror*. By Commander G. W. G. Hunt, RN.

The Erebus took us on our Starboard bow carrying away our Cat head and best bower Anchor, Our jib and flying jibboom. At the Same time carrying away her own Anchor Cathead and every thing before her Knightheads. Bowsprit short off to the Gammoning. They then recoiled from one another for a moment (which was one of awfull Suspense to the poor half naked beings that crowded these decks). She took us again then on on our main beam with a most terrible crash taking away her own foretop mast close to the Cap, and nearly Staving our side in, breaking our rubbing pieces right up and tearing the iron Sheathing



Fig. 27. HMS *Erebus* passing between the icebergs. By Commander G. W. G. Hunt, RN.

into ribbons. They hung together a few moments Keeping us in awfull suspense and driving us nearly on the berg. She then disengaged herself in doing of which she carried away her Main Top Gal^l Mast and our Top M^t Stud^s Sails booms and Yard arm Irons. Also our Q^r boat & Davids¹ spike plank, Stern Davids & Spanker boom and leaving us both nearly wrecks: fortunately for us the sea raging against the berg caused a heavy drawback which Kept us from it and we got clear through a passage between two fearfull looking barrier bergs each Miles long. For ½ hour our feelings was indiscrible we were aware that we were comparatively Safe: but we could see nor hear nothing of the poor "Erebus", and in fact we could see no means how she could be safed. At length a Blue Light announced that She was above water and not a great way from us which made every heart bound again with joy. Immediately afterwards two horizontal lights told us She [was] wearing which both Kept doing until Daylight². At which time we both presented a very Shattered appearance; She looking much worse than us. The Erebus then signalled they were all well onboard and making no water. Which signal we repeated relative to ourselves. I must here say that it was a most wonderful interposition of Divine providence that we were not all Sent into the presence of Our Maker with all our Sins on our Shoulders without one moments preparation. Nor even an accident occurred for all of which I hope we will be all thankfull during the remainder of our lives and that may tend to reform us is a consumation devoutly to be pray^d for.

On looking at the ice every man felt astonished to think how we came through it for the passage would have been a most difficult one by daylight much less in the dark and by accident or Gods good will. There was Six large bergs all close together with apparently only the one opening amongst them.

How the "Erebus" was Saved I Know not yet³. Hands employed all day repairing damages. The day

¹ Davids are presumably Davits.

² The exact meaning of this sentence is not clear, but both ships remained hove to under the lee of the ice berg until daylight, thereby gaining a little shelter from the gale.

³ See Appendix 11 for accounts of this collision by Ross, M^cCormick, and that written by J. C. Sullivan for James Savage, in *Erebus*, and by Davis, and the anonymous author of the letter in *The Athenaeum* in *Terror*.

middling fine: Night very dirty.

14th Monday Fine. Jogging under easy sail so as not to overreach the "Erebus" who was getting a jury bowsprit rigged out and otherwise repairing damages: ourselves in tolerable repair. The Erebus appears to have her Starboard Bower Anchor drove into her bottom below her Copper, Flukes up, which looks a most singular and extraordinary circumstance. A most beautiful night. A number of bergs about.

15th Tuesday Fine: Nice breeze: right after us: averaging Knots¹. Erebus got her Fore Top mast and Topsail yard up and Sail Set: also her Main Top G^t Mast: beginning to look a little to rights. In the afternoon a great deal of Signalising when it was reported that we were to proceed to the Falklands and the "Erebus" to Rios which I believe is true. A number of bergs in sight all day. Shortened Sail at night.

16th Wednesday Fine: Strong breeze right after us: Averaging 7 Knots. When the Erebus rolls over She Shews the Anchor Stuck in her Bilge quite plain it seems a curious place for one. Steering due East: passed a few small bergs: Shortened Sail at night.

17th Thursday Saint Patrick's day: as dull a one as I have Spent for Years. Weather very dirty Light thick continuous rain all day: Going 7 & 8 Knots all day: at night Shortened Sail. Spliced Main Brace. Steering nearly due East a little Southerly.

18th Friday Day fine: Rattling breeze right after us going 7 Knots all day. In the evening came on to rain hard continued all night. In the forenoon seen a very large berg. Ship leaking all over. All the Slops in the after Cockpit wet, a great many literally rotten. Heating apparatus alight all day. Run till 10 PM: "Hove too".

19th Saturday Blowing very hard all day: Heavy Sea on: going before the wind. Seen one or two Small bergs. At night came on to blow a gale of wind which continued all night with a tremendous Sea run till 10 PM when Hove too under a close reefed Main Topsail and fore Storm Stay Sail. Ship labouring a great deal and Shipping very heavy seas. Battened down fore & aft. Slept none all night.

20th Sunday Fine overhead, wind moderated a little in the Morning: Made Sail: Running all day with stiff breeze. During the night the Anchor that was fast in the Erebus's Bilge went, I suppose by the labour of the Ship: when She rolls you can See the holes where the flukes were drove in.

Evening squally. Seen the moon for the first time: She appears about nine days old: first watch clear. Ships Keeping close company.

21st Monday Squally all day and night: Wind ahead: Ship hardly laying her course: Seen two or three bergs: Run all night.

22nd Tuesday Weather very fine: Light squalls: Wind free averaging about 3½ Knots. Seen Some Small pieces of ice. Erebus bent new Topsails.

A good Look out for Ships as we are drawing near thier track for catching a fair wind round the Horn². A beautiful night.

23rd Wednesday Weather tolerably fine with passing squalls of Sleet. Wind light and fair: Fore Topmast & Lower Studd^s sails. A few dark Albatros about tried to catch them but did not Succeed. A most beautiful moonlight night.

24th Thursday Weather fine: Light Squalls occasionally: rattling breeze going before it averaging 7 Knots: night fine breeze freshened.

25th Friday Squally: Strong breeze all day, right after us: going 7 and 8 Knots all day & night: Heavy Sea on: Fore Top G^t Sail blew out of bolt rope.

26th Saturday Light squalls all day with hail. Good breeze right after us: going 6 Knots. Heavy squalls in the first watch. carried away Star^d lower boom.

27th Sunday Fine with passing squalls of hail: Good breeze going before it Studding both Sides. In 59° 3 S L[at.] 87 18 W Long at noon. Averaging 6 Knots all day.

28th Monday Squally with hail very fine between the squalls: Good breeze right after us and freshened at night. Several brown colored Albatros about.

29th Tuesday Very fine with light airs. Aired bedding. Slung clean hammocks & scrubbed the dirty ones

¹ No speed given.

² Cabo de Hornos, Latitude 55°59'S, Longitude 67°16'W.

All of which I am very well pleased is done. In the Evening the wind headed us: close hauled. A most beautiful first watch.

30th Wednesday Day fine: Nice breeze just carrying fore topmast stud^s Sail. In the Evening came on blow pretty hard & headed us with rain. At 8 PM cleared up and wind veered round on the beam again: going 5 Knots. About 350 Miles off Cape Horn at noon.

31st Thursday Squally with hail but fine between squalls: good breeze nearly right after us averaging 5 Knots. About 240 Miles off Cape Horn. Seen one or two very large Albatros. Heavy hail squalls in the first watch.

April 1842

1st Friday. Strong breeze with heavy Squalls of hail: Carrying Fore Topmast Studding Sail: going 7 Knots. Nearing the Horn fast: came on a calm at 11 PM.

2nd Saturday A calm till 4 AM when a light breeze sprung up dead against us, freshened to a gale in the day with rain.

At noon nearly in the Longitude of the Horn. At 2-30 PM turned the Hands up to wear Ship and Shorten Sail; close reefed the Topsails & courses and Sent the Top G^t yards down. A melancholy accident happened to the "Erebus". In Shortening Sail by some means She lost a man overboard. Her life bouy was let go; It past us at Some distance but could not say whether any one was on it or no. Ships Kept tacking to windward for one hour & ½ when the life bouy passed close to windward of us, but no one on it¹. Ships made Sail. In the Evening wind moderated and chopped round right after us with rain: Made Sail. The Erebus is very unfortunate having lost three men by drowning & one by Suffocation also two seriously injured. Thanks be to God we have as yet met no accident of any Kind. We do not Know as yet who the man is.

3rd Sunday Blowing fresh all day with squall of rain. Heavy sea on. At noon in 56 32 S L[at.] 65 24 E Lon: Averaging 7 Knots. Ships carrying Fore T M^t Stud^s sail: Carried away Two. In the Evening Sighted a Sail but it being dusk She passed to windward of us without being able to discern what she was. At 7 PM double reefed Topsails.

In the first Watch closed reefed them and rounded Cape Horn² being well to the Eastward of it: blowing hard all night.

4th Monday Blowing very fresh all day with heavy squalls of hail: Going right before the wind under double reefed Topsails and Courses averaging 7 Knots: Heavy Sea on and Ship rolling heavily. In the Evening the Sea appeared as if we were within Soundings by its color also a nasty Short Swell: fine night.

5th Tuesday A most beautiful day - a thing looking quite Strange to us. In the Morning watch passed the Beauchene Rock³ a low little island. 6-30 AM turned the Hands up: Made all Sail. Shifted the Sheet Anchor to the Bow. At 9 AM bent cables. Standing along the land all the Afternoon and Evening at a good distance from it. Fell nearly a calm in the first watch & delightfull Night Stars very brilliant. I hope we will get into the Falkland Islands.

6th Wednesday In the morning watch the breeze Sprung up and headed us. Beating along the land till 2 PM

¹ Ross, *Voyage*, II. pp. 233-4. 'As the gale increased, we close-reefed the topsails, and were in the act of reefing the courses at 2 P.M., when James Angelly, quarter-master, fell from the mainyard overboard: the life-buoy being instantly let go, he swam to it and got upon it with apparent ease, so that we now considered him safe. Although there was too high a sea running for any boat to live, yet Mr. Oakley and Mr. Abernethy, with their accustomed boldness and humanity, were in one of the cutters ready to make the attempt: I was obliged to order them out of the boat, for the sea was at this time breaking over the ship in such a manner as to make it evident that the cutter would have instantly filled, whilst, by making a short tack, we could fetch to windward of the buoy, and pick him up without any difficulty; we therefore made all sail on the ship, and stood towards him: but just as we got within two hundred yards, the wind headed, and obliged us to pass to leeward, so near, however, as to assure us of being able to fetch well to windward, after a short board. He was seated firmly on the buoy, with his arm round the pole, but had not lashed himself to it with the cords provided for that purpose, probably from being stunned or stupefied by striking against the ship's side as he fell overboard. In a quarter of an hour we again stood towards him, with the buoy broad upon our lee bow; but to our inexpressible grief, our unfortunate shipmate had disappeared from it. We dropped down so exactly, that we could take hold of it with a boat-hook; and, had he been able to have held on four or five minutes longer than he did, his life would have been saved; but it pleased God to order it otherwise.'

² Latitude 55°58'S, Longitude 67°17'W.

³ Beauchêne Island, Latitude 52°54'S, Longitude 59°11'W, the most southerly of the Falkland Islands, discovered by M. Gouin de Beauchesne, 19 January 1701.

when we weathered the Kidney Islands¹ and then Kept away with a Slashing breeze through the Sound of Port Louis². The weather came on quite thick with rain could not see the Land only at Intervals. Arrived at the Anchorage at 4-30 PM: brought up with the Small Bower. Seen a great many Ducks and wild fowl on the passage up. Every person felt a great disappointment in finding there was no Letters or news for us. By chance there was a new navy list which contained the promotion of four of the Officers of the expedition our own worthy Commander Posted at which we were all heartily glad. The first Lieutenant of Erebus³ to be Commander, Mr Smith to Lieutenant and our own clerk in charge⁴ to be Pusser. There is only 16 Inhabitants on the Island. They sent off fresh Beef in the Evening it was poor but remarkably good flavoured. Blowing and raining all the first watch.

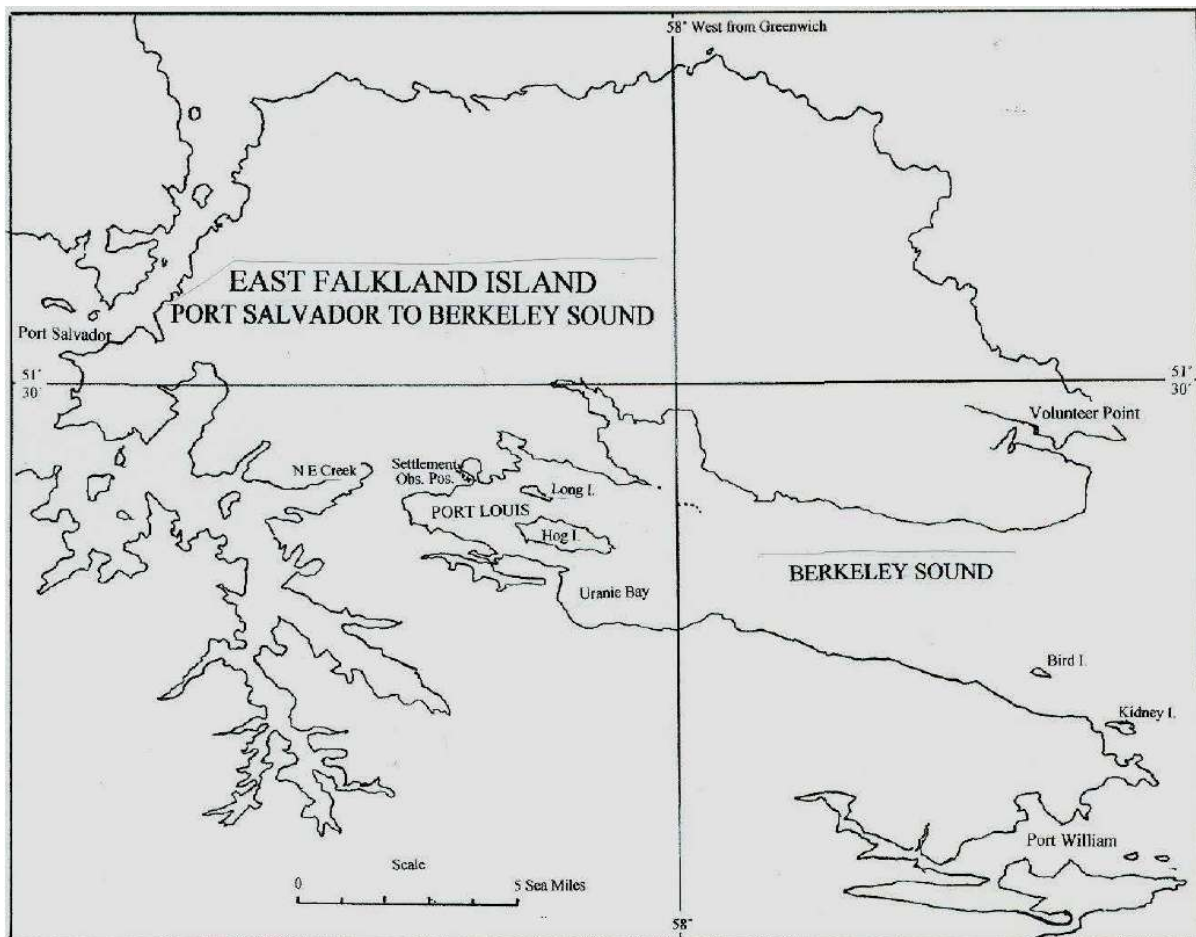


Fig. 28. Plan of Berkeley Sound, Falkland Islands.

7th Thursday Weather fine. Got the Boats out. The Governor⁵ sent men with a boats crew of the Erebus's to

¹ There are two Kidney Islands in the Falkland Islands, one in Lively Sound and the other off Berkeley Sound. The one mentioned here would appear to be the latter, Latitude 51°38'S, Longitude 57°44'W.

² Port Louis Harbour, Latitude 51°33'S, Longitude 58°07'W, lies at the head of Berkeley Sound on the east side of the Falkland Islands. The original settlement was established by Louis-Antoine de Bougainville, in 1764, and named Port Saint Louis: it lies on the north shore of the harbour.

³ Ross, *Voyage*, II, p. 238. Lieutenant Bird.

⁴ *Ibid.* p. 238. Mr. Mowbray.

⁵ *Ibid.* p. 239. Mr. Hallett acquainted me that Lieutenant Moody of the Royal Engineers was at present Lieutenant-Governor of the settlement.'

lasso Bullocks for the Ships. They got four and there is a great many: we also can have what we want without Stint. The Islands looks good looking Land and Level but entirely clear of wood. The Shore and Bay is covered with wild ducks and Geese of different Species. Some of which we got and found them beautiful. There will be no scarcity of provisions here. In the Evening Observatory went on Shore ready for erecting in the Morning. Heavy squall with rain in the first watch.

8th Friday Blowing fresh and squally all day. Hove in short in the morning ready for Shifting billet. Lay^d out Kedges & warps ready for warping up: Carpenters employed erecting observatory. Seen a great many wild ducks & Geese.

It is rumoured we are going lay here till we have repaired damage and have a general refit.

9th Saturday Fine. At 5 AM turned the "Hands" up: Up Anchor and commenced warping up the Sound to the westward. At 8-30 AM Moored Ship near the west Shore, Berkely Sound, close to the "Erebus". Unbent Sails and unrove all running gear. In all a hard days work. In the Evening Spliced "Main brace". Cap^t Ross and most of the Officers of the "Erebus" Spent the Evening onboard. The Officers Shot Several fine Geese and three Rabbits.

10th Sunday Blowing a Gale all day: no boats left the Ship: Mustered by Divisions and performed Divine service: Very heavy squalls at intervals.

11th Monday Very fine. People employ.d ashore building Turf Houses at the Observatory. At 8 AM Started on Shooting excursion with the First Lieut^l. Shot Several Geese and Rabbits returned onboard at 5 PM after a very hard days travelling and very fatigued.

12th Tuesday Fine: People employ.d ashore. Sent a boats crew to Lasso Cattle for the Ships: Killed 5 Bullocks. The Officers Shot a great many Rabbits.

The "Erebus" lightening the Ship by getting Spare Spars and like ashore.

13th Wednesday Fine. People employ.d ashore about the observatories.

14th Thursday Gloomy. Went down the river Shooting all day: had some good Sport shot Several upland Geese¹ and Some ducks. People employ.d at the Observatories.

15th Friday Fine. People employ.d about the Observatories². The Governor visited both Ships in the Afternoon. He is a young man: an Engineer Officer. Came on to rain [in] the evening.

16th Saturday Forepart of the day wet: Afternoon dry: People employ.d about the Observatories. In the Evening A brig called the "Alarm" of Poole came in from the River Plate. She brought one Family and number of Sheep.

17th Sunday Fine. Mustered by Divisions and performed Divine Service. Spent the Afternoon with Serg^t Baker onboard the "Erebus" very pleasantly. After Dinner the people got leave to go on Shore till sunset: they all got insensibly drunk with Some deleterious drug bearing the name Rum. At 8 PM went onshore with a boats crew to endeavour to bring them off: found them lying about the Turf had to carry them down to the boat. One man nearly died in the first watch: had the Stomach pump applied to him.

18th Monday Fine: with light Showers. Got the Pinnacle out: Sent the Topsail and Lower Yards ashore and the booms. At 8 AM Started with the Gunner of the "Erebus" and three men to hunt rabbits for the Ships Company; had the Governor[s] Dogs: Got 56 and returned onboard at 9 PM after a very hard Days work and exceedingly tired. I must at the same time Say I had Some Capital Sport.

19th Tuesday Very fine. People employ.d ashore. Goughers³ went for beef: Sent 8 Q^{ts} onboard.

20th Wednesday Fine. People employed ashore cutting Turf to build a Store. Hunting Party went away and got 60 Rabbits & 7 Geese. Commenced the Magnetic Term.

¹ *Chloephaga picta leucoptera*.

² Ross, *Voyage*, II. pp. 242-3. The astronomical and meteorological observatory was placed near the fort, built by Bougainville in 1764, for the protection of the settlement, at an elevation of sixty-eight feet, and the magnetic observatory nearer to the ships in a more protected situation and thirty-six feet above the level of the sea: two huts were erected close by it for the accommodation of the officers and men employed at the observatories, and our usual series of magnetometric and other observations were commenced on the 15th of April.

The astronomical observations and pendulum experiments, in which I was assisted by Captain Crozier, were begun soon afterwards, ...'

³ Goughers would appear to be Gauchos.

21st Thursday Very fine. People employ.d cutting Turf ashore: completed the Magnetic Term.

22nd Friday Blowing fresh all day. Shooting party went in the morning in the Whale boat but in consequence of the breeze freshing they did not get aboard before Midnight when they were completely fagged out. People employ.d cutting turf ashore.

23rd Saturday Very fine. Both Ships companies went down the river to cut peat for the Observatories. Went away hunting Rabbits and Shooting all day had very good success and sport.

"Spliced main brace".

24th Sunday Fine. Mustered by Divisions and performed Divine Service. Leave for the people in the evening.

25th Monday Very fine. People employ.d ashore cutting Turf. A small craft seen off the Heads in the Morning.

26th Tuesday Wet all day. People employd ashore. Party went to Shoot Bullocks for the weeks consumption. In the Afternoon the Arrow a Ketch from the Westward came in but brought us no Letters - or news.

27th Wednesday Squally with passing Showers all day. People employ.d cutting grass to thatch the Observatory houses.

28th Thursday Blowing very hard all day. A party consisting of three men from each Ship gone on a weeks excursion to catch and Kill Bullocks for the Ships¹. The people carried the Whale Boat over land to Salvadore Bay for them up which they have got to go. Snowed very hard in the Morning.

29th Friday Blowing fresh with squalls of rain all day: people employ.d ashore. Erebus Struck lower Yards and Topmast, unrigged her jury Bowsprit and sent it ashore.

30th Saturday Blowing fresh all day. People employ.d ashore.

May 1842

1st Sunday Particularly fine. Mustered by Open List² and performed Divine Service. Spent the Afternoon onboard the Erebus with Sergeant Baker. Some of the people employ.d Bullock catching returned; have captured 6 fine beasts; another party starts in the morning.

2nd Monday Raining and blowing all day. In the Afternoon struck Topmast. Got a supply of meat from the Gouges³.

3rd Tuesday Weather gloomy. Took the letter Bag on board the Erebus. At 7 Bells AM the "Arrow" got under weigh and passed under our Stern. Manned the rigging and gave us three hearty cheers, which we returned. She took the mail and proceeded to Rio. People employ.d ashore.

¹ Ross, *Voyage*. II, pp. 241 -2. 'As an abundance of fresh beef for our crews was of the first importance, I obtained the governor's permission to send a hunting party to supply the ships during the whole period of our stay The service, was, however, too dangerous a nature for those unacquainted with it to enter upon without due caution; ... I therefore considered it better to wait the hourly expected arrival of Her Majesty 's ketch, Arrow, commanded by Lieutenant Robinson, ... that from her people, who were accustomed to the sport, our hunters might receive the necessary instructions and assistance until they should be able to do without them.'

² See Appendix 5.

³ This appears to the Goughers [Gauchos] mentioned at 19th April 1842.



Fig. 29. Hunting Wild Cattle in the Falkland Islands, from Ross, *Voyage*, II. p. 240.

4th Wednesday Fine. People employ.d ashore: Miscellaneous.

5th Thursday Squally with passing showers: People employ.d onshore. Went onshore all day Shooting and Rabiting. Shot one Goose & 18 Rabits had a hard days Sport.

6th Friday Squally with passing showers: people employ.d ashore. Bullock party sent in 4 large beasts.

7th Saturday Fine dry day. People went down to Long Island¹ to cut Grass to thatch the Store. Strong breeze all day.

8th Sunday. Fine. Mustered by divisions and performed Divine Service. In the Afternoon a portion of the people went onshore on Leave and came off Very Drunk. Sergeant Baker Spent the afternoon Spent the Afternoon² with me.

9th Monday Fine. People employed down the harbour getting Peat: Miscellaneous.

10th Tuesday Blowing fresh all day. People employed thatching the Store.

11th Wednesday Weather very changeable. People employ.d bringing Stones to raise the piers: Miscellaneous. Came on to blow very hard in the night.

12th Thursday Blowing fresh during the forenoon. Cleaned the Cable Tiers. In the afternoon the people employ.d Bullock hunting; came in having got 9 head of Cattle and 40 Geese. Brought two calves alive to the Observatory.

13th Friday Raining and blowing all day. People employ.d carrying the fresh meat from Salvadore Bay³.

14th Saturday Very squally with passing Showers. People employ.d onshore.

¹ The names of Long Island and Hog Island as shown on Adniralty Chart 1326, surveyed by Captain Fitzroy, 1834, have now been transposed. On the 1834 Chart Long Island is in Latitude 51°32'S, Longitude 58°05'W and Hog Island is in Latitude, 51°33'S, Longitude 58°05'W.

² Presumably one of these should have been crossed out.

³ Port Salvadore, entrance in Latitude 51°24'S, Longitude 58°17'W, extends a considerable distance inland with the head of N E Creek one miles west of the head of Porty Louis.

15th Sunday Very fine: Mustered by Divisions. In the Afternoon a portion of the people went onshore for recreation.

16th Monday Weather very variable: both Ships companies commenced clearing the "Erebus" out. Went onshore in the afternoon on duty. In the Morning the Small Schooner from the Eastward came in and discharged her Cattle on Long Island.

17th Tuesday Weather very damp & squally. Cleared a good deal of our wet Stores out and took in the "Erebus's" Rum and dry provisions.

18th Wednesday Very fine. People employ.d onboard the "Erebus". The party employ.d Bullock catching at Salvadore Bay came in for a Spell having procured 28 Quarters.

19th Thursday The finest day Since we have been in here. People employ.d carrying the fresh Meat from Salvadore Bay. Miscellaneous.

20th Friday Raining and blowing all day. People employ.d onboard the "Erebus".

21st Saturday Foggy disagreeable weather. People employ.d clearing out the "Erebus". Seen a Vessel off the Heads in the afternoon and evening endeavouring to beat up.

22nd Sunday. Very heavy squalls of Rain and Snow fine between times. Mustered by Divisions and performed Divine Service. The Vessel that was off the heads yesterday came in this Evening. She was brig that Sailed out the other day to the Westward.

At 4 PM a three Masted Vessel seen off the "heads".

23rd Monday Fine. People employ.d clearing the "Erebus" out. In the afternoon the Vessel that was seen off the "Heads" yesterday worked up. She is a brig called the "Champion" of London. She brought no mail. Last from Rio. 5 months from Liverpool.

24th Tuesday Dirty wet day. Queens birthday. Fired a Salute. Had double allowance of Beef & Rum. People employed onboard the "Erebus" getting her ready for hauling up next Tide. All the Officers dined onboard the "Erebus". In the Evening wrote a letter to my Brother John.

25th Wednesday Hard frost. At 6 AM the crews of both Ships hauled the "Erebus" up on the beach to repair damages: found a great quantity of her copper off and damag^d. Carpenters employ.d on her all day & night. People employ.d clearing our own Ship.

26th Thursday Very Variable. People empl-y.d clearing ship. At 6 PM both crews hove the "Erebus" off the beach to her moorings her damages being repaired. At 8 PM a heavy fall of hail. Spliced Main brace.

At 6 AM. unshipped the Rudder & took it ashore.

27th Friday Heavy squalls of snow all day. People Variously employ.d. Carpenters Caulking.

In the forenoon took the letter Bag onboard the "Erebus", for a passage per the "Alarm".

28th Saturday Snowing, hailing & Sleetng alternately, a very disagreeable day. People Variously employ.d.

29th Sunday Blowing, hailing & snowing all day. Mustered by Divisions & performed Divine Service.

In the forenoon the "Champion" sailed bad weather for her.

30th Monday Snowing & blowing all day. Winter Setting in with Severity: people Variously employ.d.

31st Tuesday Fine but freezing Keen all day. Went Shooting had a good days sport; got 20 rabbits and 1 Goose. Miscellaneous.

June 1st 1842

1st Wednesday A very severe day: blowing and snowing all day: Miscellaneous.

2nd Thursday Fine hard frosty day: people employ.d getting the "Erebus's" Stores onboard. A cold damp fog at night. A Party consisting of 5 men from each Ship went away for Salvadore Bay to catch Cattle. They took 14 Days provisions with them.

3rd Friday A bleak wet miserable day blowing very fresh. People employ.d getting the "Erebus", stores off: Officers surveying them.

4th Saturday Weather mild with damp fog. People employ.d getting "Erebus's" Stores off: Officers surveying them: Miscellaneous.

5th Sunday Blowing very fresh all day with squalls of sleet and snows.

Mustered by the open List¹: Read the Articles of War² and performed Divine Service.

¹ See Appendix 5.

² See Appendix 6.

6th Monday Tolerably fine with Some Slight falls of Sleet: People employ.d onshore rebuilding the Officers house: Freezing Keen at night.

7th Tuesday Fore part of the day fine, in the afternoon came on rough with sleet. People employed onshore and carrying over fresh meat of Salvadore bay.

8th Wednesday Damp foggy weather with passing showers. People employ.d getting the "Erebus's" Stores onboard and clearing our own fore hold. Went onboard the Erebus in the afternoon to see the Beef fairly divided between the Ships.

9th Thursday Heavy snow squalls and very cold. Clearing the Ship. People working hard: when the ground tier in the fore hold was broken up found a good deal of water in the hold among the coals.

10th Friday Weather dry but freezing Keen all day. People employ.d clearing the Ship out and Landing the Stores.

11th Saturday Weather damp & Gloomy. People employ.d clearing ship and otherwise: came on to rain in the evening with very dirty appearance.

On yesterday a singular occurrence occurred ashore. A Boy having preferred a charge of an unnatural crime against a man on shoer, one of the Laso.ers¹. the Governor ordered a court of enquiry on the Subject and finding that the charge was false & malicious, did Sentence the boy to receive three dozen Lashes over the "Breech at three different parts of the Settlement: which was carried into effect amidst the applause of every person present. I consider it a very just & mild punishment: it was mild in consequence of the youth of the Culprit: If it had been an adult I certainly think he deserved hanging². Continuous Rain all night.

12th Sunday Continuous drisling rain all day and blowing fresh. Mustered by Divisions and performed Divine Service.

13th Monday Damp foggy weather with misling rain, Ship clear of all her Stores except coals which the people employ.d all day weighing and adjusting them.

14th Tuesday. A dead calm all weather mild and fine. People employ.d bringing the fresh beef from Salvadore Bay: our people employed there having Shot two cows & 6 calves.

15th Wednesday Tolerably fine: People Variously employ.d, onshore & aboard. In the evening came on to rain hard and blow fresh which continued all night.

16th Thursday Thick fog with Misling rain all day; Miscellaneous: cleared of[f] at night a little.

17th Friday Foggy. Partially cleared at Intervals. Went onshore Shooting and got some very good Specimens. Miscellaneous.

18th Saturday Forenoon fine came on thick in the afternoon. In the evening commenced raining very hard which continued till 11 PM: Miscellaneous.

19th Sunday Very fine. Mustered by Divisions and performed Divine Service. In the afternoon a watch went on leave. At night the weather became variable with passing Showers. Serg^t Hearndon of the Sappers came onboard and Spent the evening with me - a very nice fellow he is.

20th Monday A most beautiful day, getting every thing ready for hauling the Ship on the beach on Wednesday. A serious accident had nearly occurred through some Tar getting among the Coals in the Coal hole and becoming heated, they had nearly ignited when they discovered by the Carpenter. Miscellaneous.

21st Tuesday Raining & blowing hard all day. Got hawsers out all ready for hauling the Ship ashore tomorrow morning. In the Evening fell nearly a calm and commenced freezing. Moon shining very bright.

22nd Wednesday Very fine. 3-30 AM turned the "hands" up and commenced hauling the Ship ashore, assisted by the "Erebus's" people. Got her ashore by 7 AM: but not sufficiently high to admit of arriving at the "brace" on the stern post that is damaged: tried to get her in the Evening but failed: spliced "Main brace". Froze very hard in the night.

23rd Thursday Very fine but freezing all day. People employ.d about the Ship. In the evening hove her up higher. A large Vessel seen in the offing. In the first watch She anchored under North Island³ and the Erebus's

¹ Probably a reference to the Gauchos and apparently the same as the Goughers mentioned at 19th April 1842.

² See Appendix 6 Articles of War, Article XXIX, for punishment in the Fleet.

³ There is no North Island shown on the chart of Berkeley Sound. Apart from Long Island and Hog Island the only islands in the entrance to Port Louis are Bird Island (now Cochon Island, Latitude 51°36'S, Longitude 57°47'W) with Kidney Island 2½ miles east south east of it, which lie off the south shore of the entrance to Berkeley Sound. It would seem probable that *Carysfort* anchored under the lee of Long Island. See Fig. 28.

Galley went down to her and came up in the middle Watch bringing a mail with her. The Ship proved to be the Carysfort; from Rio last: brought some Stores¹. Received a letter from Head Quarters from my old Messmate Jonathan Dade containing a deal of interesting Matter. Freezing Keen all night.

24th Friday Fine: hard frost. The Carysfort worked up and anchor.d in the evening². People Variously employ.d about the Ship. In the evening tide hove the Ship's Stern off and laid her nearly bow on.

25th Saturday Fine. Hard frost all day. In the morning both Ships comp^{ys} hove the Ship off to her Moorings. People afterwards proceeded to Salvadore bay for the supply of fresh beef. In the afternoon Lord George Poulett, the Captain of the Carysfort, visited the Ship and afterwards dined onboard the "Erebus".

26th Sunday Fine with hard frost. Mustered by Divisions and performed Divine Service. Received a letter and two newspapers from my old comrade Ford.

In the afternoon a number of the Carysfort people went on leave: all of which got very Drunk and one man Drank to that excess that he was suffocated as the Stomach pump could not work in consequence of the piece of beef sticking in his throat in heaving up. Another man in the "Erebus", Fawcett³, nearly met a similar fate.

27th Monday Tolerably fine with squalls of snow. Commenced getting our Stores onboard. A great number of the Carysfort went on a Shooting excursion. The Captains & Lord George Poulett dined with Governor. Freezing very hard all night.

28th Tuesday A most bitter day blowing and snowing all day: wind bitter cold. The Carysfort buried the man that was suffocated and tried to water but in the afternoon it came on a gale; one of her boats in trying to beat up got washed on the rocks and the Crew got out. She remained on the rocks all night. "Erebus" hove her off this morning. She had sustained Very little damage. It is suspected that the crew in the night broke into a store belonging to a man by the name of Scully and stole and destroyed a quantity of Liquor: I believe there is out for them.

29th Wednesday Tolerably fine but very cold. Lord George Poulett of the Carysfort mustered the Ships Companies. After which the Capⁿ dined with him.

30th Thursday Fine clear day but freezing Keen: got all the provisions onboard. Went Shooting had a good days Sport, but travelling was very bad the Snow being so deep in the Gully.s. A great [number] out of the Carysfort went on a hunting excursion to JohnStons harbour.

July 1842

1st Friday My birth Day. Weather squally with light falls of Snow & freezing Keen. People employ.d stowing holds. Lord Poulett and the Officers of the Carysfort dined onboard.

2nd Saturday A very boisterous day with falls of Snow & very cold: Miscellaneous. Captains & Officers dined onboard the Carysfort.

3rd Sunday Very fine but freezing Keen: Mustered by Divisions and performed Divine Service. Came on to rain in the night and continued until Morning.

4th Monday Weather mild: Thawing: Miscellaneous. The Carysfort had general exercise and firing at the Target, and very good firing She made, having flag, Staff, and buoy away at Separate Shots. She afterwards threw some Shell.

5th Tuesday Tolerably fine. Bullock hunters came from Salvadore, having got 13 beasts all of which will go onboard the Carysfort. The people employ.d carrying the meat down in the afternoon and did not get it completed: Miscellaneous.

6th Wednesday Greatest part of the day foggy. Went Shooting for the Captain had some good sport.

¹ Ross, *Voyage*, II. p. 255. 'In the evening of the 23rd. a man-of-war was seen beating up Berkeley Sound, and on her anchoring, late at night, outside the narrows, I sent an officer on board, in case of her wanting the assistance of a pilot into the harbour. On his return, he informed me it was her Majesty's ship Carysfort, commanded by the Right Honourable Lord George Paulet, [third son of the 13th. Marquis of Winchester; he went on to become an Admiral and ADC to Queen Victoria, and died 22.11.1879. *Burkes Peerage*] having on board a bowsprit, and a large supply of provisions and stores sent to us by Commodore Purvis, and also a quantity of private stock for which we had written to a merchant at Rio ...'

² *Ibid.* p. 256. 'Early next morning, I went to pay my respects to Lord George Paulet, taking with me Mr Tucker, master of the Erebus, to pilot the Carysfort into the inner harbour. There was a light adverse wind, but aided by a flowing tide, and admirably manoeuvred, she worked through the narrows, and anchored close to the Erebus in the afternoon. 'Lord George Paulet was promoted Captain on 18.11.1833, and so was senior to Captain Ross (23.10.1834); etiquette required that Captain Ross pay the first call.

³ Captain of the forecastle.

Carysfort in boats preparing for Sea: Her Officers had farewell dinner onboard the "Erebus". Miscellaneous.

7th Thursday Fore part of the day raining. At 9 AM Carysfort Sailed giving us three hearty cheers which we returned. People Variously employed.

8th Friday Very fine. People employ.d fitting gear: Miscellaneous: rained in night.

9th Saturday Fine. People employ.d fitting gear. In the evening came on to Snow, hail & rain also heavy squalls. Froze hard in the night.

10th Sunday Very fine. Mustered by Divisions and performed Divine Service: No leave no visiting.

11th Monday Fine but blowing fresh, people employ.d fitting gear.

12th Tuesday Tolerably fine. In the after part of the day came on heavy squalls of hail which continued during the night. People employ.d fitting rigging & Gear. Blew very hard in the night and froze remarkably Keen.

13th Wednesday Fine. Went to S^l Salvadore rabbiting; caught & Shot 2 Dozen had very good sport. People employ.d fitting Rigging & Gear: came on Squally in the evening.

14th Thursday Fine. People employ.d fitting rigging and gear: Miscellaneous.

15th Friday Weather very fine. Fore part of the day people employ.d bringing Peat from Long island. In the afternoon got the topsail yards off.

16th Saturday Very fine. Got the Topmasts up and rigging set up. In the afternoon the people went over to Salvador Bay for fresh beef; the people employ.d catching cattle having come in.

17th Sunday Fine. Mustered by open List¹ and read the articles of War². Performed Divine Service. In the afternoon Serg^t Baker came onboard and spent the evening with me. A small Schooner came from Port Pleasant³ with Cattle.

18th Monday Raining all day and night: People employed fitting gear: Miscellaneous.

19th Tuesday Raining until 9 AM. Got the topsails across⁴ and the lower yards from the Shore: Miscellaneous. "Erebus's" new Bowsprit completely fitted and looking well.

20th Wednesday Very heavy squall of wind & rain. Got the lower yards across. People employ.d rigging Ship: Miscellaneous. Commenced the Magnetic term.

21st Thursday Fine with occasional squalls. People employed fitting ship. Finished the "Magnetic" Term.

22nd Friday Fine: Fitting Ship. Went away Shooting had a good days Sport. Miscellaneous.

23rd Saturday Fine: Fitting Ship: Miscellaneous: came on to rain in the night.

24th Sunday Raining and blowing very hard all day. Mustered by Divisions. Miscellaneous.

25th Monday Raining all day & night. In the morning the Captains went away in the "Pinnace" on an excursion to "Port Pleasant"⁵. In the after-noon People employ.d catching cattle; came in having procured a supply. People employ.d carrying the meat from "Salvadore".

26th Tuesday Weather tolerably fine. Went onboard the "Erebus" to see the meat divided. People employ.d bringing the rope from the store. At 8 PM seen two Rockets over the Land let off by the Captains at "Port

¹ See Appendix 5.

² See Appendix 6.

³ Latitude 51°48'S, Longitude 58°12'W.

⁴ i.e. got the yards hoisted up and in position across the mast.

⁵ Ross. *Voyage*, II. p. 258. 'At the request of the Lieutenant-governor I made an excursion to Port William [Latitude 51°40'S, Longitude 57°45'W], accompanied by Captain Crozier, for the purpose of forming an opinion upon the relative merits of the two harbours, and whether Port Louis or Port William is the best adapted to be the chief port of the colony in a naval and commercial point of view combined. The result of the investigation, which, owing to unfavourable weather, occupied us nearly a week, was, that we agreed in considering Port William to possess so many advantages over Port Louis, that I recommended the settlement should be removed to the former place. 'Ibid p. 260 '... the establishment has been since removed from Port Louis to Port William. '

Ross lists the advantages of Port William over Port Louis, which include easy access and egress, possession of two secure outer anchorages, easy passage for vessels into and out of the inner harbour (known as Jackson's Harbour [now Stanley Harbour, Latitude 51°41'S, Longitude 57°50'W]), where first-rate ships could lie in safety with room for twenty ships of the line. Ibid. pp. 258–9.

William"¹. The "Erebus" answered them by two more. The "Erebus" at auto running gear rove.

27th Wednesday Fine. Got the hemp cables and shroud hawsers onboard: Miscellaneous.

At 8 AM the Capt^{ns} fired Rockets over the Land the "Erebus" answered them.

28th Thursday Weather Variable. Got the Top G^t Masts up: miscellaneous: squally in the evening.

29th Friday Blowing a gale. The pinnace with the Captains in endeavoured to [work] up the harbour but got off the "heads" and nearly foundered: had to throw the dingy overboard and Spring thier Mizen Mast. Miscellaneous.

30th Saturday Fine: good breeze. In the forenoon the "Pinnacle" came up all safe. In the afternoon cleared up and scraped decks. The [visit] being nearly [at] an end. "Erebus" all ready for bending Sails.

31st Sunday Fore part of the day fine. Mustered by Divisions and performed Divine Service. Came on squally with snow in the afternoon. Went onboard the "Erebus" and spent the afternoon with Sergeant Baker.

August 1842

1st Monday Morning fine. Went down the harbour in the "Gig" shooting. Came on to blow nearly a gale of wind had great difficulty in getting up again: got a good soaking. The weather prevented me from having a good days sport. People employ.d fitting Ship: Miscellaneous.

2nd Tuesday Fine. Got the spare Rudder onboard. In booms and "Launch": washed decks in The evening. The "Laso-ers" sent in a supply of fresh beef. Freezing Keen in the night.

3rd Wednesday Fine. Fore part of the day people employ.d carrying the meat from "Salvadore" bay. In the afternoon fitting Ship. Came on to blow hard in the first watch.

4th Thursday Blowing & raining very hard until 3.P.M.: Miscellaneous. In the evening washed decks.

5th Friday Blowing very hard all day with heavy Squalls of Sleet & Snow & most bitter cold: Miscellaneous: continued squally all night.

6th Saturday Blowing hard all day with some of the heaviest snow squalls for the time they lasted I ever saw. Weather very severe. Miscellaneous: continued blowing very hard all The night.

7th Sunday Blowing & snowing all day. In the morning arranged Sheet cable. Performed Divine Service.

8th Monday Blowing & snowing all day with heavy squalls: Freezing Keen: Miscellaneous.

9th Tuesday Squally with hail & snow. Got the rudder off from the Shore and got it inboard to repair. Commenced Watering Ship. The schooner belonging to the Settlement in in the afternoon and went up the "Kanash".

10th Wednesday Very fine. Went away Shooting in the "Gig" and had good sport and got some fine specimens. Completed watering ship. Got the rudder out & shipped.

11th Thursday Tolerably fine but cold with light falls of snow: Reeving Running gear: Miscellaneous.

12th Friday Calm with dense fog. In the forenoon got both Anchors up and Shifted billet out of the way of the Erebus when She Swings Ship. Washed decks: cleared off in the evening: Miscellaneous. The Laso-ers brought in supply of fresh beef.

13th Saturday Calm and fine. In the forenoon the people brought the fresh meat over from Salvadore bay. In the [afternoon] went onboard the "Erebus" to see the meat equalisd.

Painted the outside of the Ship.

14th Sunday Fine. Mustered by Divisions & performed Divine service.

In the afternoon the Serg^t of the Sappers and miners came onboard and Spent the afternoon & evening with me. He is a nice fellow. Miscellaneous.

15th Monday Blowing fresh. In the morning had wharps out for Swinging Ship. In the forenoon Swung Ship² and had a hard job in consequence of the wind: Kept boisterous and cold all day and night.

16th Tuesday Blowing fresh all day. The Captains birth day³: all the Officers of both Ships dined with him

¹ Latitude 51°40'S, Longitude 57°45'W.

² See Appendix 10.

³ The Crozier Monument in Church Square, Banbridge, Northern Ireland, gives his date of birth as September 1796. Fluhman, *Second in Command*, p. 5, quotes a note from Crozier to Lieutenant Sibbald: 'Dear John: I send for ... and a p....d of pork for my birthday (17th) ' and assumes the date is likely to be correct. *DNB* gives 17 September 1796 quoting Fluhman as authority. The certificate of Crozier 's baptism with his passing certificate for Lieutenant, TNA ADM 107/49, f.116, states that he was baptised on 21 September 1797. It would seem possible that when the monument in Banbridge was erected it was remembered that he was a year old when he was baptised and dated it accordingly. The note May Fluhman quotes, SPRI MS 248/364/13;D, is in fact addressed on the

and Spent the evening. Spliced "main brace".

17th Wednesday Fine. In the forenoon swung ship for magnetic purposes. Miscellaneous.

18th Thursday Fore part of the day blowing fresh with hail & sleet. Most bitter cold. Moderated in the Afternoon. People employ.d on shore, Miscellaneous.

19th Friday A most beautifull day. Went away in the "Galley" Shooting and had a splendid days sport. Got some fine specimens of Water fowl.

20th Saturday Raining major part of the day. People employ.d with the "Erebus's" making a wall round the burial ground¹.

21st Sunday Raining & blowing very hard all the forepart of the day. Performed Divine Service. Moderated a little in the evening: A very unpleasent Sabbath.

22nd Monday Blowing fresh all day with rain in the Morning. People employ.d onshore walling in the burial Ground. Miscellaneous.

23rd Tuesday Tolerably fine. Went away all day in the "Galley": Shooting up the Lagoons: had some good sport and got some good specimens for the Captain. The Bullock Party came in from Salvador Bay bringing a supply of fresh beef.

24th Wednesday Fine but very cold. People employ.d carrying the fresh meat from "Salvador".

Went onboard the "Erebus" to attend at dividing the meat. Miscellaneous.

25th Thursday Very fine. Employ.d skinning birds: People employ.d building a wall round the burial Ground: spliced main brace.

26th Friday Fine. People employ.d building a turf wall round the burial ground. Went Rabbiting with "Gig.s" crew, and had a good days sport; got 67 fine large ones.

27th Saturday Fine. The People employ.d Bullock catching came in for good. People employ.d building a wall round the "burial ground".

A medical Survey held onboard the "Erebus" in the afternoon at which our First Lieutenant M^r M^cMurdo was invalided² for which I am very sorry, also one of my own Messmates John Ottley³.

Erebus bent Small & fore & aft Sails. Finished the Magnetic Term.

28th Sunday Fine but cold. Mustered by the open List⁴ & performed Divine Service.

Our new first Lieutenant, M^r Sibbald⁵ came onboard and took charge. Officers of both Ships dined in our Gun Room. Mr Oakley Senior Mate promoted to Acting Lieutenant⁶.

29th Monday Fine but cold & blowing fresh: bent small & fore & aft sails. People employ.d carrying our

verso to Captain Ross and would appear, from the remainder of the contents, to have been written on 14 August 1843 to accompany some stores sent to *Erebus* for a party Ross gave on 16 August for Crozier and some of his officers. See Campbell, The date of birth of Captain F. R. M. Crozier R.N., in *Polar Record*, Vol 45, Number 232, January 2009, pp. 83–4.

¹ Ross, *Voyage*, II. pp. 257–8. '...in order to give our people healthful exercise and useful occupation, I directed them to be employed building a wall seven feet thick, and as many high, round the spot which had been hitherto used as a burial-ground, but which was at present without any enclosure; and the remains of the ill-fated and barbarously murdered Brisbane, the companion of Weddell on his daring and adventurous voyage to the highest southern latitudes, were removed from beneath the heap of stones, where the Gauchos left them, into the burial ground, and a suitable inscription placed over them.'

² Ibid. pp. 279–80. Mr McMurdo, who had distinguished himself by his zeal, activity, and skill on all occasions, had, during the whole period of our voyage, suffered frequently from a constitutional malady, which had now become so greatly aggravated by the arduous duties of his position, in a climate admitting of no repose, that the medical officers of the Expedition concurred, in their report to me, that it was essential, not only for the restoration of his health, but for the preservation of his life, that he should not again encounter the severities of an Antarctic navigation, but, as immediately as possible, return to a milder climate.'

³ Royal Marine Private.

⁴ See Appendix 5.

⁵ On Lieutenant Bird's promotion to Commander and appointment as Additional Commander in *Erebus* (Ross, *Voyage*, II. p. 238), Lieutenant Sibbald became the senior lieutenant in *Erebus*. On his transfer to *Terror* Lieutenant Wood, who was eighteen months junior to Sibbald, became the senior lieutenant in *Erebus*.

⁶ He was confirmed in due course with seniority 4.10.1843.

Whale Boat from S^t Salvador Bay: Miscellaneous.

30th Tuesday Raining greater part of the day. People employ.d walling in the burial ground. Artificers got Drunk & made great disturbance.

31st Wednesday Missling rain all Day. People employ.d walling in the burial ground: Miscellaneous.

September 1842

1st Thursday Very fine. People finished walling in the "burial ground". Loosed fore & aft Sails to dry: Miscellaneous. "Spliced Main brace".

2nd Friday Very fine. People went Rabbit hunting got nearly one hundred. Went over to Salvadore Bay got 16th fine Rabbits and a goose myself: Miscellaneous.

3rd Saturday Fine. Got the 3rd Cutter & stowed: Holystoned decks and gave the Ship a good cleaning. The Erebus's went rabbiting and got 95.

4th Sunday Very fine: Miscellaneous.

5th Monday Very fine. Ships company went Rabbiting caught Ninety. Went with the Doctor & Galley crew to try to catch Some live Rabbits. Caught 24 live & 38 dead ones; had a hard day's Sport. "Erebus" unmoored Ship.

6th Tuesday Fine. In the morning bent square Sails. In the forenoon unmoored Ship: "Erebus" bent Sails. In boats & otherwise preparing for Sea. In the afternoon the first Lieutenant left the Ship and I believe every person was sorry at his departure: he is coming tomorrow to bid us farewell.

7th Wednesday All ready for Sea. My Messmate John Ottley went on Shore for good. Employ.d most of the day packing birds for the Cap^{tn}. In the Afternoon the first Lieutenant, M^r M^cMurdo, came onboard dined & Spent the evening in the Gun Room. Went onshore for good at 8 PM: as he Shoved off from the Ship we gave him three hearty cheers: and we were all sorry at his leaving. Went onboard the "Erebus" with the letter bag.

8th Thursday Morning hasey with passing showers. At 9-30. AM. got under weigh with the wind right after us. Studding sails both sides, "Erebus" in comp^y: both Ships cleared, wind headed us on clearing the "Kidney islands, blowing fresh all day but fine: breeze freshened at night. We left four of our Officers behind with two men and one of the Observatories, till we return^l.

I believe we are going to "Hermits" Island on the coast of Patagonia.

9th Friday Forepart of the day fine & wind fair Foretopm^t Stud^e set. In the afternoon came on to blow very hard close reefed the Topsails & reefed and furled the courses. Sent the T.gallant yards down.

In the evening furled the Fore Topsail and hove the Ship too under Mⁿ T.Sail & Storm Staysail. Ship Labouring very heavily and Shipping heavy Seas over all: blowing a gale at Midnight.

10th Saturday From 2 to 5 AM blowing harder than I think I ever Saw it. The green Seas were blown clean over the Masthead. Ships very wet Lower deck Knee deep. In the forenoon abated a little: Kept abating all the afternoon. In the evening made Sail: looking very wild wind dead on end against us: squally with rain in the first watch & bitter cold. "Erebus" in close company: came on to blow very hard in the night: Battened down.

11th Sunday Blowing a gale all day: hove too. Sea washing right over us. Ship Labouring a deal. Gale freshened at night. Hove too.

12th Monday Hove too. From Midnight to 4 AM Blowing a complete hurricane. Ship at times nearly on her beam ends. Blowing very hard all the forenoon: Moderated a little in the afternoon & evening. Wind dead on end against us.

13th Tuesday Wore Ship in the morning: Blowing very hard all day. Heavy sea on close hauled under close reef.d Topsails. Wind freshened at night: Battened down.

14th Wednesday Blowing hard all day with heavy squalls. Moderated a little in the evening; wore Ship: came on to blow hard again in the night: under Storm canvas: Battened down.

15th Thursday Blowing a gale all day: Tremendous Sea on: under storm canvas.

Moderated a little at night. Ship Labouring heavily and Shipping heavy seas: most uncomfortable weather and no Signs of its altering also bitter cold. Fell a calm in the night.

16th Friday A calm until meridian Breeze sprung up fair: Made Sail: Set Studding sails: came on to snow & sleet and continued until midnight: breeze also freshened.

¹ Ross, *Voyage*. II. p. 280. 'The magnetic observatory was placed in the charge of Lieutenant Sibbald, with a sufficient number of assistants to carry on a system of observations during our absence, upon such a plan as to secure a satisfactory record of the magnetic phenomena at the two places, distant from each other about 400 miles.'

17th Saturday Wind fair but variable with heavy squalls of snow & hail. Going between 6 & 7 Knots all day. In 55 10 S 59 W. Weather very cold Thermometer down 27. In the vicinity of the "Horn"¹.

18th Sunday Particularly fine. Beautiful breeze: going before it Studding Sails both Sides low & aloft, going 6 Knots. Mustered by Divisions and performed "Divine Service". Breeze fresh.d at night reef.d Top sails.

19th Monday Wind fair but blowing fresh. Sighted an Island off Cape Horn in the morning. Standing along the coast of Terra del Fuego all day. At 3 PM rounded the Horn within a cables length: Bore up for "Hermits" Islands² and ultimately Anchor.d in 30 Fathoms water under Very high Land, "Erebus" inshore of us, at 9-30 PM. Could not see whether we were in S^t Martin Cove³ or not. The coast is a fearful looking one: high rugg.d Land with numerous Island rocks detach.d from it and standing by themselves as if they were proclaiming thier independence. They look entirely void of vegetation and all the Summits are completely cover.d with Snow. Seen a few "Shag" & Cape "Pigeons" flying about.

20th Tuesday What may be called a very fine day here, nearly a calm. At 9-30 AM got under weigh and tried to beat up the cove: Wind failed us: Tried to "tow" but the Current and wind Set us out again: brought up with the best bower again. Sent all boats to tow the "Erebus" up.

At 1-30 PM Lay.d Kedge Anchor out to warp; got under weigh. Kedge came home. Brought up again with the Small bower; "Erebus" in conjunction with us Lay.d warps out for us up to the end of cove. It took 9 - 140 fathom warps to reach. At 5 PM commenced hauling in and succeeded in getting up and anchoring close to the Erebus by 8 PM - after a very hard day.s work. There is some natives in a hut on the beach. It was dark when we got up cannot say anything of the appearance of the place more than the Land is very high & peaky - the Peaks cover.d with snow: we are land lock.d.

21st Wednesday Fine. Moor.d Ship: unbent Sails: Sent Topgallant mast down: Unrove running gear. Part of the people employ.d on Shore erecting the "Observatory". There are three Natives in a miserable hut a little up from the beach. They are entirely naked except a Small piece of skin over thier Shoulders and poor squalled looking beings: how they subsist I dont Know.

The Land on both sides is of a towering height and nearly perpendicular thickly studded with trees of a very Sear.d appearance. At night some sleet and rain fell with sudden squalls. Heard in the evening and first watch repeatedly a noise like the roaring of a Bull: Supposed it to be a Sea Elephant.

22nd Thursday A most beautiful day People employ.d onshore about the Observatory. In the forenoon a canoe with six natives came up - 4 men 1 woman & 1 child all completely naked except thier Shoulders, they seem a harmless people without a Second idea. The woman Stood up quite unconcious of the delicate Situation She was in, exposed to the impertinent gase & remarks of the Ships company. Poor creature, hers must be a miserable existence to drag out, for in addition to having a young child she had to paddle the "Canoe" and apparently do all the work. We gave them some bread which they commenced eating with great avidity and one of them placed himself in a position to catch the bread with his mouth as it was thrown into the "canoe". They went alongside the "Erebus" and from thence ashore. At twelve oclock all the natives went away in thier "canoes". After dinner went away Shooting but never seen a bird. The travelling is very difficult being all up precipitous heights thickly Studded with Trees and brushwood and very boggy. Went into the Native hut; found it nothing but a few Sticks Stuck up & point.d to a cone in the middle with a little loose grass thrown over it, neither wind or water tight. There is not even a Vestage of any thing that they lay upon; there was the Skins of Some "Steamer duck" in it, with Some "Limpert" & "Mussel" Shells apparently what they Subsist up on.

23rd Friday Fine. People employ.d about the observatory onshore.

24th Saturday Changeable with light rain occasionally. People employ.d onshore about the Observatory. Two "Canoes" of Natives came up in the Morning, and went away in the Afternoon. Each canoe contained 6 Adults Males & Females: they would allow the women to Land but made them "lay off" in the Canoes all the time they were on Shore. The came alongside and got some bread. Three of the women had young children at

¹ Cabo de Hornos, Latitude 55°59'S, Longitude 67°16'W.

² Isla Hermite, Latitude 55°51'S, Longitude 67°40'W.

³ Caleta San Martín, Latitude 55°52'S, Longitude 67°32'W, an inlet on the east side of Isla Hermite.

the breast all perfectly naked and these women had to paddle the Canoes. One of the women was about nineteen and uncommonly fat and also her child, the upper part of her arm was as thick as my thigh. At 11 PM came on to blow & Snow very hard.

25th Sunday Hailing, Snowing, blowing and freezing hard all day and night with tremendous Squalls of wind at Short intervals. Performed Divine Service. Arranged Sheet Cables. In all a very unpleasant Sabbath. Three years from Gillingham.

26th Monday Changable with heavy gusts of wind and rain. People employ.d onshore about the observatory and "wooding". Blowing very hard at Night. Heard Some Sea Elephants roaring inshore. Gun. R.S. got Punished over the breech with 24 Lashes for neglect¹.

27th Tuesday Very fine. People employ.d wooding & watering & competed watering. Several Seal Seen in the "Cove". Observations commenced at the Observatory². Three p^r of Rabbits Landed.

28th Wednesday Changable but generally fine. Wooding: Several Seals Seen in the Cove. Went in the Cutter to endeavour to Shoot some of them but could not get near them, had a long chase after them. Miscellaneous.

29th Thursday Very fine & calm. People employ.d felling wood: and clearing tier: Miscellaneous: came on squally at night.

30th Friday Changable, but tolerably fine. People employ.d Wooding, and otherwise. Went down the cove in the Galley Shooting, but had no Success - birds very Shy. Some heavy hail & Sleet squalls in the evening & first watch. Commenced writing up Mr Cotter.s³ back Log from the 1st June 1841⁴.

October 1842

1st Saturday Passing Showers & squally. Wooding. Miscellaneous: came on to blow hard in the first watch.

2nd Sunday Changable & squally with rain. Mustered by the Open List⁵: Read the Articles of War⁶, and performed Divine Service.

3rd Monday Morning & forenoon tolerably fine: Scrubb.d hammocks: in the afternoon came on to rain & blow with heavy Squalls: Weather very dirty. In the forenoon landed Some Rabbits on "Chanticleer" Island⁷.

4th Tuesday Tolerably fine. People employ wooding and variously.

5th Wednesday Squally with passing showers. Wooding. Miscellaneous. The wooding party seen a Large Otter close to the Rock but having no firearms could not get him.

6th Thursday Beautifull day. Went away Shooting and ascended the second highest Ledge of Rock in the Island after a very hard and tiresome job. Had a beautifull view of the coast of Terra Del Fuego and the adjacent Islands also of the "Horn". Shot 4 small Birds.

¹ Gun. R.S. is Gun room Steward. The log records Punished Isacc Mundy, G R Steward with 24 lashes for neglect of duty. 'TNA ADM 55/135.

² Ross, *Voyage*. II. p. 287. 'A large party from each ship, under the immediate direction of Captain Crozier, laboured hard for several days, clearing the only spot of level ground of sufficient extent for our purpose: this proved to be a swamp, and, after digging through the upper crust, of about two feet in thickness, they found a liquid bog, six feet in depth: beneath this, was a stiff clay, and, at length, by driving numerous piles into it, and placing casks filled with sand upon them, a firm foundation was made. It was still necessary completely to isolate these supports of the instruments from the upper crust of the bog, by digging a deep ditch round the building, which effectually prevented the vibration of the swamp, and the tremulous motion of the magnets, which the footsteps of any one approaching the observatory had previously produced. The regular series of magnetometric observations was commenced on the 29th of September.'

³ Acting Master Pownall P. Cotter.

⁴ The Master was required to have charge of the Ship's Log-Book, and to make sure that all appropriate entries were made, including all corporal punishments and generally every occurrence of importance which took place on board. At the end of every six months he had to forward a copy to the Admiralty. *Instructions relating to His Majesty's Service at Sea*, pp. 112-4. It was presumably such a copy that Cunningham was working on.

⁵ See Appendix 5.

⁶ See Appendix 6.

⁷ Isla Chanticleer

People employed wooding and as requisite.

7th Friday Fore part of the day fine. In the afternoon came on to blow and rain pretty Sha[r]p: Wooding: Miscellaneous. One solitary native came over the Hill to the observatory; for what purpose is not Known he remained all day and night.

8th Saturday A most beautifull day: Aired Bedding. Cleaned ship. Made & Mended clothes¹. The native went away. A great many Logger headed Ducks in the Cove.

9th Sunday A most beautifull day. Mustered by Divisions and performed Divine Service. In the afternoon some of the people went onshore and ascended the highest peak in an hour.

10th Monday Very fine day. Surveyed chain Cables: Miscellaneous: came on Squally at night.

11th Tuesday An exceedingly fine day. Ascended "Kates Peak" in the forenoon the Highest on the Island² and went round all the Peaks to the North Shore from some of which there is most splendid Views. Shot some small Birds and a brace of beautifull Partridges. The Partridges are rare specimens. Had a very hard days tramp. Came on squally with heavy Sleet in the evening: Miscellaneous.

12th Wednesday Fine. Served out Soap and Tobacco. Wooding: came on to snow very hard at night with squalls and very cold: Miscellaneous.

13th Thursday Squally with falls of sleet and hail. Wooding and Variously. Employed myself skinning Birds and writing.

14th Friday. Tolerably fine. Wooding and Variously employ.d. Two natives came over the Hill from the other side of the Bay - two of the same we seen before. They bear the name of being notorious thieves.

15th Saturday Squally with passing Showers. Holystoned decks. Piped make & Mend clothes in the afternoon.

16th Sunday Squally with passing Showers. Mustered by Divisions and performed Divine Service. The natives went away.

17th Monday Very squally. Heavy Squalls of Hail and Sleet. Felling Timber: Miscellaneous.

18th Tuesday A most boisterous day. Blowing hailing & Snowing all day and night - with heavy squalls of wind.

19th Wednesday A most inclement day. Some very heavy falls of snow and squalls of hail & wind. At 5 PM. The Magnetic Term commenced onshore. The whole of the Island Liberally covered with snow and presenting a most wintry appearance: Miscellaneous.

20th Thursday Continuous heavy Squalls of hail Sleet and Snow with Some of the heaviest Puffs of wind I ever felt. The Island and Cove looking most inhospitable.

21st Friday A very rough day. Squalls of hail and Snow and very cold: Miscellaneous.

22nd Saturday Heavy squalls of wind Hail, Rain and Sleet, and in all very unpleasant. Entertaining great fear of Ships dragging thir anchors out of the Cove in the squalls in which case we should have to stand South.

23rd Sunday Squally with snow: Mustered by Divisions and performed Divine Service. A dull unpleasant Sabbath.

24th Monday Squally with occasional showers of Snow. Wooding. Miscellaneous. Came on to rain very hard in the night with bitter cold Sleet at short intervals.

25th Tuesday Tolerably fine, for this Neighbourhood. Felling Wood. Went away shooting but had not much Success: shot a Logger headed Duck and seen Three "Quail". Travailing through the Bush very laborious; the scrubb being thick and very swampy under foot all deep snow in the Gully.s.

26th Wednesday Passing squalls of snow all day. Went onshore and washed all my bedding. Wooding.

27th Thursday Raining hard all the fore part of the day. Afternoon fine: Felling wood. Miscellaneous.

28th Friday Weather fine. Went over the Island to Maxwells harbour³, shooting. Had a most Laborious days sport. A fog came on in the afternoon and nearly got lost: shot a few small Birds.

¹ I.e. have the afternoon off.

² The highest point lies close within the southern point of the island, height 536m.

³ Puerto Maxwell, Latitude 55°49'S, Longitude 67°29'W, a natural harbour lying between Isla Hermite, Isla Jerdán, Isla Saddle and Isla Maxwell.

29th Saturday Fore part of the day very fine. Went away Shooting. Got a beautiful Hawk Some Small Birds and a Penguin. Captain went round to Maxwells harbour got some specimens of Eagle Hawk & Turkey Bussard: came on foggy and chilly in the afternoon.

30th Sunday Chilly and wet. Mustered by Divisions and performed Divine Service.

31st Monday Day fine. Shot a beautiful Penguin. People felling wood. Capts. went down chanticleer Island after Some Specimens.

November 1842

1st Tuesday Tolerably fine: Miscellaneous.

Finished the Observation on Shore: four of the natives came down three men and one woman.

2nd Wednesday Fine. Bent fore & Aft Sails: otherwise preparing for Sea.

3rd Thursday Particularly fine. Bent Sails: Sent the T G^t Masts up. In Boats and otherwise preparing for sea. Observatory taken down. Went away shooting to the North Harbour had a very hard day travelling. Shot 12 Birds of Various Sorts. Capt^{ns} went out side the Harbour Sea ward and got a good many Geese Eggs.

4th Friday Very fine: preparing for Sea. Miscellaneous. Came on to rain at night.

5th Saturday Very fine: preparing for sea. Miscellaneous. Came on to rain at night.

6th Sunday Quite a Summers day: Mustered by Open List¹ and performed Divine Service. Every thing ready for sea. In the forenoon four Natives came over two of which went onboard the "Erebus" and got Knives Toys &^c. They went away in the Evening again. At night came on to rain Very hard.

7th Monday Very fine. At 3.30 Turned the Hands up unmoor Ship. At 6.30 got under weigh and made Sail "Erebus" in Company bidding Adieu to "Hermits Isle" and "Cape Horn".

Slight breeze all day but fair. Sighted a Bark ahead in the Morning which Kept in Sight all day. Loom of Land just Visible at Nightfall. A fine night.

8th Tuesday What may be called a fine day here. Wind headed us: close hauled barely laying her course. In the Evening came over thick rain which continued all night: nasty head Sea on. A great many Cape Pigeon and a few Albatross about.

9th Wednesday Nice Top Gall^t Breeze but foul. Continuous Thick rain: wind right against us. In the afternoon Tacked ship: cleared up a little in the evening but looking very wild. Seen the new Moon for the first time apparently about 8 Days old a "halo" round her, and the scud travelling to Leeward very fast.

10th Thursday Particularly fine. In the morning watch fell a calm which continued with Light airs occasionally all day. Several very large Albatros about.

11th Friday Very fine. Beautiful breeze all day. Sounding along a Shoal all the afternoon and night. Sounding varying from 50 to 70 Fathoms. Sandy Bottom.

12th Saturday Beautiful day Wind right after us. In the morning passed Beanstone Island². In the afternoon stood along the West Falklands. Bent & arranged Cables Beautiful: Moonlight night.

13th Sunday Delightfull day. Beating up to Berkeley Sound all day. At 6.30 brought up, in our old berth. Found all well at the Observatory. There was despatches for Cap^{tn} Ross and a few letters for the people. Received one from Hobart Town: Unbent Sails.

14th Monday Moored Ship in the morning: out boats. Got the Observatory onshore. Went down to Hog Island³ Shooting: Got 2 Dozen Penguin Eggs which are beautiful. In the forenoon a Bark from Sidney came in. She proved to be the same we seen off the "Horn". She is load with oil and in a very leaky state.

There is also a Brig laying in the Sound called the "Hebe".

15th Tuesday Fine. Started in the morning to the Penguin rookery on "Kidney" Island⁴ in the Cutter for Eggs: Got four thousand Eggs which turned out beautiful.

It is a great curiosity to see the "Rookery" there are at least ten thousand penguins on the Island, all laying

¹ See Appendix 5.

² Ross, *Voyage*, II, pp. 315-6. 'The next morning at 6 o'clock Beauchêne Island was seen, and we hove to off Cape Pembroke at midnight, to wait for daylight and clear weather; but the wind blowing from the westward the next morning, it occupied us twelve hours to beat up Berkeley Sound; and it was not until 6 o'clock in the evening that we anchored in Port Louis.'

³ Latitude 51°33'S Longitude 58°05'W. See note to 7 May 1842, above.

⁴ Latitude 51°38'S, Longitude 57°44'W.

close together with thier nests entirely unprotected. They make a most dolefull noise but will not move off thier "Nests" without being Shoved. There are a great quantity of beautifull "Shag" in fact the handsomest I ever seen.

Got back to the Ship at 9 PM after getting well wet; it taking 5 hours to beat up in a Stiff breeze: and very cold. Onboard Miscellaneous.

16th Wednesday Fine. People employ.d onboard Whaler and in getting timber on Shore for the Governor¹. Miscellaneous.

17th Thursday Fine. The same as yesterday.

18th Friday Blowing fresh all day people employed as above. Got all ready for Starting in the Morning for the Penguin rookery.

19th Saturday Fine. Started in the Morning at 7 in the "cutter" for the Penguin Rookery. On our arrival found the Eggs all sat upon and too far gone. Had a hard beat up 20 miles. Wind dead on end did not get up till 10-30 PM., after having a thorough good wetting. Miscellaneous.

20th Sunday Fine. Mustered by Divisions and performed Divine Service.

21st Monday Fine. Employ.d skinning bird all day. A Fishing party went to haul the Seine in the Afternoon but Got no Fish.

22nd Tuesday Fine. A Boat went away all day but got no Fish. In the morning HMS "Philomel"² came in from the other side of the Island. Miscellaneous.

23rd Wednesday Very fine. Part of the people employed onboard the "Whaler": Variously employed.

24th Thursday In the morning the [boat] away to haul the seine: Got no Fish. Came on to blow Very hard which continued all day.

25th Friday Fore part of the day fine. A Boat went away at 4 AM Fishing but caught none. Went over to Salvadore Bay Shooting; got 2 dozen Rabits 6 Geese & 4 Brace of Snipes. Came on to rain in the evening: got well wet before I got onboard. Miscellaneous.

26th Saturday Blowing hard all day. A party took the Seine over to Salvadore Bay and got about 20 Dozen fine Mullet and a great many very fine Smelt. People variously. Finished the Magnetic Term onshore.

27th Sunday A Raw cold day and blowing fresh. Mustered by Divisions and performed Divine Service.

28th Monday Tolerably fine but blowing fresh. Officers came onboard for good from the Observatory. Miscellaneous.

29th Tuesday Fine. Went over to Salvador Bay Shooting had a very good days Sport; did not get Back till late.

30th Wednesday A cold windy wet disagreeable day. The Letter bag closed and went onboard the Governor Halkett for a passage to England. A Whaling Brig came up. A Boat went down to Bird Island³ for Eggs; got upwards of a thousand "Shag" Eggs.

Dec. 1842

1st Thursday Wet disagreeable day Officers of the "Philomel" and Some of ours had a game of Cricket onshore

¹ Ross, *Voyage*, II. p. 317. 'Whilst the greater part of our crew were engaged on board the Governor Halkett, the remainder were employed landing the timber and young trees we had brought away from Hermite Island; the latter amounting to about eight hundred, consisting principally of the deciduous and evergreen beech as timber trees, and others of a more ornamental kind, of shrubby growth, were carefully planted under the protection of the substantial wall that enclosed the burial-ground; and, as nearly all of them put forth fresh buds soon after they were planted, they gave good promise of eventually furnishing these islands with trees which they greatly require.'

² Ibid. p. 317. The Philomel came into Port Louis on the 22nd, and remained a few days with us, which afforded me an opportunity of acquainting Captain Sullivan with the exact position of the Burdwood bank, with a view to a more accurate examination than our time had admitted, and which it was of importance to accomplish...'

The Philomel sailed on the 2nd of December in prosecution of the survey of the islands, with which duty Captain Sullivan was charged.'

Sullivan went on to become Vice Admiral Sir Bartholomew J. Sullivan, KCB., after distinguished service in the *Lightening* and *Merlin* in the Baltic during the Russian war, 1854-5.

³ Now Cochon Island, Latitude 51°36'S, Longitude 57°47'W.

The "Governor Halkett" Sailed in the Morning taking the Mail and one Invalid from the "Erebus", John Baxter Q^f M^r. general debility.

2nd Friday Tolerably fine. A party went over to Salvador Bay to haul the Seine; got about 500 fine fish, principally large Mullet. Miscellaneous. "Philomel" Sailed".

3rd Saturday A very Squally day. Some very heavy Showers of rain. Went away with the first Lieutenant and a party of twelve Shooting and Rabitting. One of the Q^f M^{rs} & Myself detached ourselves from the party and had a very good days Sport; we Shot 2 Dozen Jack Snip between us and 17 Geese. The rabitting party got 65 Rabitts. We were all pretty tired when we came onboard.

4th Sunday Squally with hail and snow: Mustered by Open List¹ and performed Divine Service.

5th Monday. Squally Three Dollars each man paid. A Fishing Party went over to Salvador Bay to haul the Seine. Caught about 900 beautiful Mullet. Went onshore to purchase things for the Messes. Miscellaneous.

6th Tuesday Squally with rain: People variously employed. Some Shooting.

7th Wednesday Morning very fine. Went away Shooting had a very long and hard days sport. Got 6 Geese and a few Birds for Specimens also a most beautiful King Penguin which I left at a hut at Long Island. Weather came on rough with rain.

Miscellaneous. A Party went fishing over to Salvador Bay. Caught 200 fish, and lost as much ... [illegible]

8th Thursday Tolerably fine but blowing fresh. Went over to "Long Island" in the Morning (in the Cutter) for the Penguin but found the rats had destroyed it. People variously employ.d.

9th Friday Strong breeze all day: people Variously employ.d. In the evening the Observatories taken down.

10th Saturday Weather changable and cold. Went away with a party rabitting for the Ships Company; had fine sport: caught 184 Large rabbits came onboard in the evening rather tired. Observatory got onb^d.

11th Sunday Blowing fresh all day with passing Showers. Mustered by "Divisions" & performed Divine Service.

12th Monday Blowing fresh with continuous drizzling rain all day. Went over to Salvador rabbiting: had very good success got 44 Large rabbits and came home very tired.

A party went to haul the Seine - but got no fish. In the Morning watch bent Sails.

13th Tuesday Blowing very hard all day: preparing for sea: Miscellaneous.

14th Wednesday Blowing hard all day and very cold. Preparing for Sea. Moderated in the evening.

15th Thursday Blowing fresh. Preparing for Sea all ready for unmooring. In the forenoon a Schooner belonging to the Settlement came. All felt much disappointed - thought it a Vessel from "Rio" that is expected daily.

16th Friday Tolerably Fine. In the Morning Watch unmoored Ship and Shortened in. In Boats preparing for Sea. Getting every thing secured. All ready for getting under weigh in the morning.

17th Saturday A most beautiful day. At 4-30 AM Turned the "Hands" up and hove in short. At 6-30 Made Sail and got under weigh with a beautiful breeze right aft. The Inhabitants on shore out of respect to the expedition fired a Royal Salute at which I am sorry to say a serious accident occurred by one of the Guns being fired by some neglect - and by which a Cap^{tn} of a Merchant Brig had his hand nearly blown off and a Man belonging to the Settlement had his right arm broke & both hands nearly blown off. We hove too and both came onboard of us to get dressed. After which we Stood away with Studding sails low & aloft to the SE. and bid adieu to the Falklands.

18th Sunday A most beautiful day. Nice light breeze right aft. All Sail Set. Mustered by Divisions and performed Divine Service.

19th Monday Blowing very hard all day with heavy squalls and nasty heavy head sea on. Ship Labouring heavily: Close reefed Topsails & courses. Carried away Mⁿ Top G^{nt} Staysail: Moderated at night. "Erebus" Sounding every half hour.

20th Tuesday Light airs right aft all day Weather hazy. In the evening came on Light rain. In the forenoon Stowed The "Anchors" partialy inboard for the Ice. At Night nice breeze sprung up. "Erebus" in close company. Miscellaneous.

21st Wednesday Fore part of the day fine with a rattling breeze right after us. In the afternoon freshened In the evening came on a gale with a tremendous Sea on. Close reefed Topsails and furlled course carried away

¹ See Appendix 5.

Fore Topsail: Sent it down and bent another. Battened down fore & aft. Hove too. Gale continued all night. Shipped Some very heavy Sea. Three Pigs got drowned on deck and Several more nearly. Wind cuttingly cold.

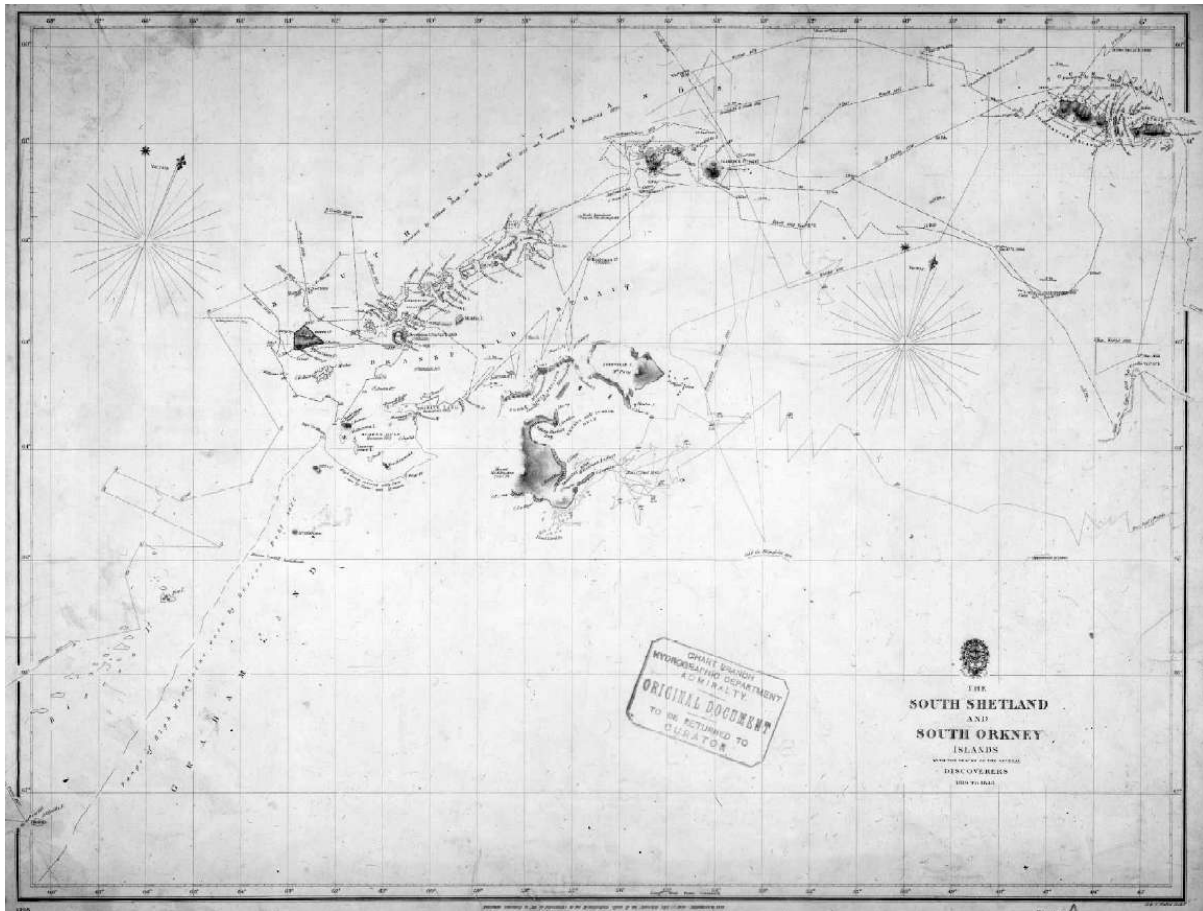


Fig. 30. Chart of South Shetland and South Orkney Islands, 1844. Courtesy UKHO. OCB 1238 A1.

22nd Thursday Moderated in the morning: Made Sail. Strong breeze all day: close hauled. Occasional squalls of hail and Snow: Very cold and bleak for the Latitude: Miscellaneous.

23rd Friday Blowing hard all day. Wind fair. In 59°45.

24th Saturday Christmas Eve. Blowing hard all day with light Squalls of Sleet. In the evening close reefed and hove too under main Topsail: heavy Sea on. In the Morning Sighted first icebergs passed Several in the course of the day. Blew very hard in the night.

25th Sunday Christmas day. Blowing a gale during the Morning and part of the forenoon. Battened down. Moderated and turned out fine in the Afternoon. In the Evening fell nearly a calm. Passed through a deal of Loose ice and many bergs. Thinks [pack] is not far off. Spent a very dull christmas yet for all as comfortable as you could expect to be: had double allowances.

26th Monday Foggy all day. In the morning sighted the Pack, and stood close into it: found it to heavy to enter with a heavy swell. Standing off & on and along the "Pack" all and night. Got the "crows nest" up.

27th Tuesday Thick foggy weather Light airs. Close hauled and doing very little: Seen some large whales: breeze freshened a little in the evening: passed Several icebergs, on one of which was perched about fifty Snow Birds: a deal of drift ice.

28th Wednesday Light breezes with occasional falls of fine snow. Air cold. In the evening sighted "Grahams Land"¹ and passed close by it. It is entirely covered with Snow & ice, with Large ice bergs

¹ Ross, *Voyage*. II. p. 324. Land was discovered on the 28th, at 6 P.M. It presented to our view a remarkable cape, with a deep indentation to the northward of it, having the appearance of a good harbour, and terminated by a less conspicuous headland. Still further to the northward, and at a great distance, another promontory was clearly seen, which I believe to be the "Point des Français" of Admiral D'Urville: the northernmost cape of the land he named "Joinville." "

innumeral breaking off from it and a quantity of small drift ice. There are also several Island-Rocks off it. Many of the ice bergs had hundreds of Penguins Sitting on them - of Jack Ass Specie. The Land is generally speaking low. At one part a Sudden smoke arose (and continued) as if from a Very Active Volcanoe. The shades of the smoke varying thier Color: bore away to the Southward & Eastward with Studding Sails low & aloft: passed bergs out of number in the night.

29th Thursday Very variable: Fogs: light-& Strong breezes occasionally and very cold: passed many ice bergs & Streams of heavy packed ice. In the afternoon passed an Small Island. The Captain went in the Whale boat onboard the Erebus.

At 6 PM got Stopp^d by the heavy packed ice. Tacking occasionally. A great quantity of sea birds about and Penguins out of Number: passed between some very heavy Bergs in the night



Fig. 31. Tabular iceberg and pack ice, Bransfield Strait, 1970. R. J. Campbell.

30th Friday Very cold. Until 7 PM Tacking among Very heavy ice. Sighted land & a great Number of Island Rocks. The Land nearly all covered with snow, and towering very high. Standing along it all the Evening & first watch closed hauled. At one time there was 120 Large Ice Bergs in sight besides packed & Small bergs. Evening & night very fine. At 7.30 run Stem on unavoidable into a heavy flow of ice which gave the Ship heaviest shake we had from ice yet.

31st Saturday Very fine with Light breeze: Tacking occasionally and standing along the Land all day: a great many icebergs and packed ice about: passed many Seals and Penguins on the ice.

In the forenoon served out to each man 1 p^r of Boots. 1 p^r Boot Hose¹. 2 Comforters² and. 1 Welsh wig³ as a New years gift. At Midnight turned the Hands up and Spliced Main braces. Struck the Bell 43 times and welcomed the New Year in with a good health, and I sincerely hope that it may go out finding us all as well and in as good Spirits as 42 has.

January 1843

Now Joinville Island, off the NE extremity of the Antarctic Peninsula with its eastern end in Latitude 62°40'S, Longitude 55°00'W, named by D Urville after François Ferdinand Philippe Louis Marie, Prince de Joinville (1818–1900) third son of the Duc d'Orléans. Hattersley-Smith, *History*. p. 316.

¹ Boot stocking. *OED*.

² A long woollen scarf worn round the throat as a protection from cold. *OED*.

³ Worsted cap. *OED*.

1st Sunday New Years day. Weather most beautiful: Light airs and the Sun quite warm: Standing along the Land. Seen two Volcanoes in a state of great activity and many adjacent openings where smoke was emitting from close to¹. Captain Ross came onboard. In the Afternoon Lowered the Whale boat and caught a large Seal and several Penguins. Large icebergs Very numerous, and a quantity packed ice but leads of clear water Very [narrow?]. Spent a very comfortable New Years Day considering our position: had double allowance. An iceberg close to us, five mile long and higher than our mast head.

¹ M^cCormack, *Voyages of Discovery*, I, p. 336. 'Many of the hills today had the appearance of smoke issuing from them, probably caused by the ascent of light vapoury clouds or small particles of fine drift snow. The weather was delightful; a bright sun shone forth in a clear blue sky, with scarcely a breath of wind, rendering the opening of water between the ice smooth as a lake.'

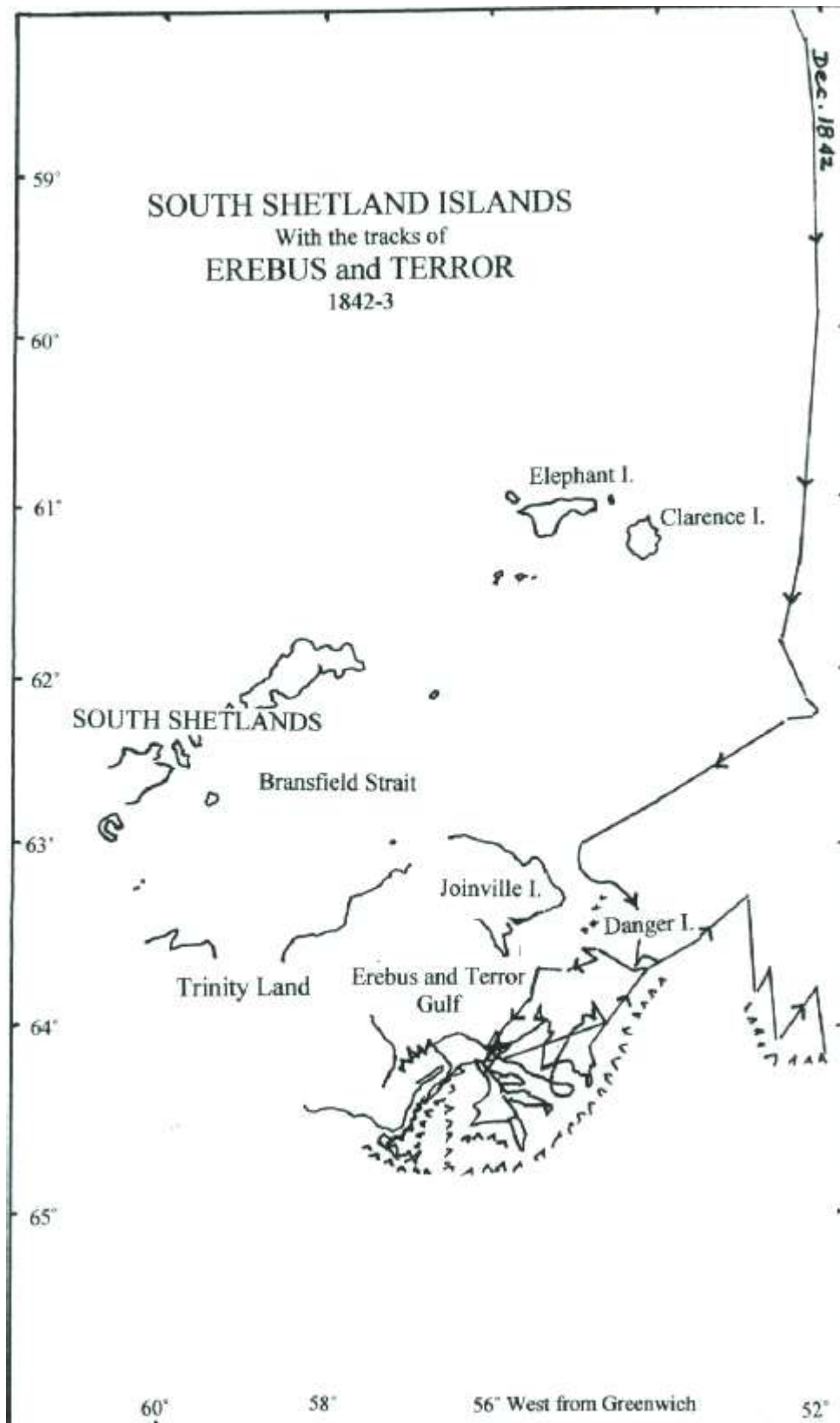


Fig. 32. Plan showing route of HMS *Erebus* and *Terror*, January, 1843.

Monday 2nd From 4 till 7 AM. the ice closed round us very fast. At 7-30 made fast to Large floe: so Large you could not see the end of it. Watered Ship Sent: a party on the ice to catch Seals; Killed 5: Erebus fast to the same floe.

Issued 1 p^r of Carpet Boots 1 p^r Boot hose & 1 p^r of Mitts per man. In the afternoon Cast off and had a very difficult job to get into clear water: carried away 5 hawsers heaving her out. Standing to the N & W^d in a pool of clear water. Noon 64°27N South by Ob^{sn}.

3rd Tuesday Blowing rather fresh with occasional Light falls of snow and very damp. Standing off and on in clear water: Ice closely packed to the Southward. In the afternoon a Go[a]t, belonging to Capⁿ Ross, suddenly took ill and died. Supposed to be over gorging herself. She left two little Kids of which we are much afraid.

4th Wednesday Very fine. Standing off & on, the ice very thick: trying to get in with the Land. In the morning got one of the cables bent in case of getting near the Land. A great many snow birds about.

5th Thursday Particularly fine. Standing into the land all day in narrow Leads of water amongst heavy ice. In the Evening Stood into a deep bay of clear water. The Shore having long glaciers of snow & ice adhering to it: past a high Rock in the Bay apparently effects of Volcanic erruption. Standing off & on in the bay all night.

A great many Penguins & White birds about.



Fig. 33. HMS *Erebus* and *Terror* off Cape Lockyer, 7 January 1843. By J. E. Davis, second master HMS *Terror*.

6th Friday Very fine: Light breezes and the Sun very hot: close in with the Land. In the forenoon two boats from each ship landed on the rock: brought a great many specimens of the stone onboard, all of which evinced proof of Volcanic erruption. Got some very large shags & Jack Ass Penguins which were on thier "nests" on the Rock. The rock is partially attached to the Main and was Christened.¹

¹ Ross, *Voyage*, II. pp. 333-4. Jan. 1. A small island, of a deep brown colour, of great elevation for its size, with a rock resembling a watch tower on its north point, and a high volcanic crater-like peak on its south end, being perfectly clear of snow, formed a striking contrast to the main land It was named Cockburn Island, after Admiral the Right Honourable Sir George Cockburn, G.C.B., Senior Naval Lord of the Admiralty. '

It lies nearly in 64°11'30"S & 56°33'.0"W. At night fine breeze sprung up: squard away and stood through open water along the Land all the first watch. The [edge?] along the Sea appeared devoid of Vegetation and Sea face of it as if Large icebergs had recently broken off from it.

7th Saturday Fore part of the day squally with light hail. At 4 AM Some very large [ice bergs] about and close packed ice; obliged to haul on a wind and Kept tacking all day along a barrier of ice 70 feet high and Large bergs out of number. Nearly a calm in the first watch. Ships having difficulty to tack to clear themselves of the icebergs; About 10 miles from Land. All night tacking in a pool of clear water with a heavy berg close under our Lee.

8th Sunday Nearly & occasionally quite a calm all day with heavy fog. Tacking in the same place as all night: having great difficulty to Keep clear of the heavy ice. Mustered by Divisions and performed divine Service. In the evening had [to] lower boats and tow to Keep clear of the bergs.

Ships blowing "Horns" beating "Gongs" and firing "Muskets" all the evening. In the first watch a nice [breeze] sprang up: standing to the Southward & East^{wd} through narrow leads of open water. At 7-30 passed so close to a Very large berg that our Y^d arms was not more than a fathom from it and you could not see the Top of it from the R^l M^t h^d. It appeared about three mile round.

9th Monday Light airs and fine all day. At 2 AM got beset in a heavy pack of ice. The Erebus about a mile from us. At 8 AM called two watches to try to warp into a stream of water which proved ineffectual. At 1 PM turned the "Hands" up and forced the ship through the Pack to where the Erebus was fast. Made fast to the same floe. Ice closed round us: Fell a calm. Capⁱⁿ went onboard the Erebus. Heavy barrier of ice hanging along the Land.

10th Tuesday Calm & fine. Fast to the floe all day & night. Pack altering its appearance Very little. In the Evening Seal got on the floe some distance from the Ships. A party went to catch and he gave them a most Laughable chase over the ice. The snow was deep on the floe and they sunk in every step up to thier middle: The seal made rapid progress. They would not have got him if I had not went with a gun and put a ball in him.

11th Wednesday Light breeze with small snow & sleet. At 10 AM cast off and Made Sail through some open water to the Southward. In the evening commenced beating up through a Stream of clear Water along the barrier: innumerable heavy ice bergs about: weather thick occasionally: Beating all the first watch.

12th Thursday Light winds with sleet. At 1 AM Got stopped in a deep bay surrounded with ice: commenced tacking in it to look for an opening, continued all day: 80 Large bergs in sight at one time besides packed ice and the barrier adhering to the Land. The bergs averaging from 50 to 100 feet high and from 1 mile to three in circumference.

13th Friday Fine with light airs. Ice closing very fast: beating about in small pools of open water. In the afternoon got beset in a pack of ice which took us till Midnight to warp out of - hard work. Caught 10 beautifull young King Penguins on the ice averaging from 25 to 37 pounds each: the whole of which were made Specimens of. In about 64°30'0" South close to the Land

14th Saturday Fine: beating about through pools of open water and occasionally warping through packs: endeavouring to proceed [to] the Northward. At 9 PM both Ships made fast to a floe in a heavy pack waiting for the ice to open: Not far from the Land. At 11-30 P.M. cast off; boring through packs all night: spliced main brace.

Ibid. p. 335. I made the signal to Captain Crozier, and we landed together and took formal possession of the island and the contiguous lands.'

Sir George Cockburn GCB (1772–1853) had a very distinguished naval career during the Napoleonic wars and the American war of 1812, during which, with Major General Ross, he occupied Washington for twenty four hours and did considerable damage. On his return to England he hoisted his flag in *Northumberland* and transported Napoleon to St. Helena where he remained as Governor and Commander in Chief at the Cape of Good Hope until 1816. He became a junior Lord of Admiralty in April 1818 and First Naval Lord in May 1827 until November 1830. He was elected a fellow of the Royal Society in 1820, promoted Admiral of the Fleet 1 July 1851 and succeeded, on the death of his elder brother, to the Baronetcy 26 February 1852. *DNB*. O Byrne, *Naval Biographical Dictionary*.



Fig. 34. Icebergs in Bransfield Strait, 1970. R. J. Campbell.

15th Sunday Beautifull day. Boring and tacking through pools of water all day: people working Very hard. In the evening made fast to a Large floe not far from the Erebus: ice opening and closing very fast: About 2 mile from the Land: 70 Large bergs in Sight at one time.

16th Monday Occasional Showers of snow. At 1 AM cast off and commenced boring through the ice. At 8 AM Made fast to a large floe of ice. "Erebus" close to. Ice jammed very taut round us. Drifting to the Northward & East^d all day. Killed Several Seals on the ice and Caught two King Penguins. At 10 PM Heavy pressure of ice from the Southward. The floe to which we were made fast shivered to pieces; the Captain was onboard the "Erebus" at the time and had to run for his life. We hung on to one piece of the floe. The Erebus to another had great difficulty in holding on, the warps snapping like carrots. A large berg came rapidly down and shaved our stern within a yard. Had it struck us it must have dashed our stern works to pieces - Had a narrow escape. In the morning punished John Barclay Y^g G^{nt} Stewart¹ with 48 lashes for Drunkenness and general irregular conduct². At 9 PM three whales of the Species called "Killers"³ came up to blow in a pool of water near the Ship and it was Laughable to See a gang [of] our hands going on the ice to attack them, Some with Harpoons, others Lances and stragglers with Rifles & fowling pieces. But they arrived at the scene of action just in time to be too Late.

17th Tuesday Weather tolerably fine. At two AM cast off and commenced boring through the ice occasionally warping. Heavy ice about. At 8 AM turned the Hands up to make fast to a floe: Erebus close to us: Made fast: ice close packed. At 4 PM turned the hand up to Make Sail, and commenced boring to the N^{wd} & E^{wd}: got clear runs of water and stood away before the wind to the Eastward all the first watch. Killed 2 seals: standing to the North^d & East^d all night.

¹ John Barclay is described as Young Gents Steward in the muster list.

² Log records Punished John Barclay Young Gentleman 's Steward with 48 lashes for Drunkenness and Irregular Conduct. TNA ADM 55/136.

³ *Orincus orca*. The largest member of the Dolphin family.

18th Wednesday Day fine but cold. Standing through leads of open water to NE all day. In the Evening got Stopped with ice: tacking in a pool of clear water. Weather become thick with Snow. Land still in Sight. A number of snow bird about.

19th Thursday Almost continuous snow during the fore part of the day. Tacking in open water endeavouring to get to the Southward, but ice completely packed to the Southward. Evening fine but Very cold: passed Several Seals and Penguins out of N^o on the "Floes".

20th Friday Occasional falls of Snow Wind Cuttingly cold. Endeavouring to beat to the Southward. Ice very thick tacking about every ¼ of an hour. Land to Leeward. Keeping Close Comp^y with the "Erebus".

21st Saturday Some light falls of snow in the morning and forenoon. Tacking in a pool of open water all day: about 5 mile from the Land. Ice closing very fast. Cap^{tn} Went onboard the Erebus in the Afternoon. A vast quantity of Penguin on the ice and a number of Whales blowing in the Open Water, primarally "Humpers" (A Whalers Technical term for the Specie of Whale that has a hump on his bace)¹.

22nd Sunday Fine stiff breezes. Laying and tacking occasionally in a pool of open water all day. Ice very closely packed to the Southward. Mustered by Divisions and performed Divine Service.

A good strong twilight at Midnight.

23rd Monday A nasty wet snow & Sleet falling all day: Good breeze.

Tacking to the Eastward all day & occasionally Lay to; Weather generally thick. I am afraid we will not get much farther South this Season.

24th Tuesday Very cold: snow & sleet falling all day with a fresh breeze: tacking & Laying too in a pool all day. Capⁿ Ross came onboard and Dined: all well onboard the Erebus.

Getting dark at midnight. Several Whales about all day blowing close to the Ship, principally "Humpers"² and very large: almost every floe of ice had 20 or 30 Penguins on it.

25th Wednesday Blowing fresh all day and cold. Laying to & Tacking in a pool of open water all day and night. No appearance of getting to the Southward. A number of Whales & Penguins about: Mother Careys Chickens & white Birds innumerable. Blowing hard all night.

26th Thursday Blowing fresh all the fore part of the day. Moderated in the Evening and turned out very fine.

Tacking in open water about 15 Miles from the Land all day. Many Berg about and ice generally packed close. Many Whales about, Seals & Penguins beyond N^o on the "floes". At 11 PM fell a calm and got beset in the ice. Erebus almost 4 miles from us, dead to windward. Endeavouring to warp into open water all night.

27th Friday. Very fine. Light airs. Warping & boring through the ice all [day]. Trying to get into clear water near the Erebus. At 3 PM got into a pool of clear water. Lowered the Boats to tow and got near the Erebus by 8 PM. Tacking to windward in Streams of open water: Boat ahead towing all the first watch. A most Laborious day and nights work. Towing all night.

28th Saturday Light breeze. Tacking in a pool. Nearly in the same place we have been in these last ten days: Ice thick all round. About 10 miles from the Land.

29th Sunday Particularly fine. Working in a Small pool all day: ice thick all round. Mustered by Divisions and performed Divine Service. Rather nearer the Land than Yesterday. Caught & Killed two very large Female Seals on the ice. A great quantity of Whales blowing in the open water. Saw one "Thrasher" every time he Shewed he jumped right up on end and when he fell he made a report like a great gun going off. Cap^t went onboard the Erebus and dined.

30th Monday Fore Part of the day blowing rather fresh. Tacking in very little open water. Ship receiving some very clumsy pokes from the drift hummocks. Moderated in the evening and turned out fine. Caught and Killed one Seal on the ice. Many Penguins on the drift ice, White Birds, Peterels & Pro Gigantia³. Nearly in the Same place as yesterday. A Boat Came onboard from the Erebus in the afternoon.

31st Tuesday At 4 AM came on to blow very hard: carried away the Jib and main Topsail: Unbent them

¹ Humpback Whale, *Megaptera novaeangliae*.

² See note above.

³ *Procellaria gigantea*. Gray, *Birds*, p. 17. Now the Southern Giant Petrel *Macronectes giganteus*. Hadoram Shirihai, *Complete Guide to Antarctic Wildlife*, pp. 134-5.

and bent others. Continuous Squalls of wind all day and night some of them very heavy. Tacking and wearing occasionally in a pool of open water and endeavouring to go to the N and East^d along the Land. Under close reefed Topsails foresail and Storm Staysails. Ship grinding against some of the ice very heavily.

At 5 PM the Slings of the fore yard¹ went: got yard Tackles up and Slung it afresh. Erebus in close Comp^y. Wind moderated in the night.

February 1843

1st Wednesday Tolerably stiff breezes: Tacking occasionally in the open water: trending to the Southw^d & East^d: Ice closely packed nearly all round: Air Cold. A feeble Twilight at Midnight.

2nd Thursday. Fine hard day but Cold: Tacking in open water. Ice Very closely packed. At 8 PM Bored through a heavy stream of Packed ice to the N.W.: Ship receiving some nasty rubs. Erebus nearly beset to Leeward. Passed many Penguins, Seals &^c and Whale Spouting.

3rd Friday Snowy and damp thick weather all day. Tacking & lying to all day and night in a pool of open water. Seen many Whales blowing. Making Easting.

4th Saturday Stiff breeze all day working through heavy Slack ice to the E.N.E.: Heavy Swell on. At 6-30 PM got into Clear water with nasty head Sea on: stood to the ENE close hauled. Signalled Splice Main Brace. In hopes we are going to make our retreat to the Cape of G Hope.

5th Sunday Close hauled in open water: Standing to the N^d.E^d. nasty head Sea on and cold: at night tacked and Came on to Snow which continued all night. Mustered by Open list²: Read the Articles of War³ & performed Divine Service.

6th Monday Standing off & on for 8 hour boards in open Water. No ice in Sight only Straggling pieces: Weather thick with occasional falls of Snow: in all disagreeable: Making Easting. Snowing and Misty all night.

7th Tuesday Thick Misty weather the whole of the day with light Snow. Tacking about every 8 hours working to the Eastw^d, occasionally firing fog Signals to the Erebus & answering hers. Seen Some Straggling pieces of ice & one or two Bergs.

8th Wednesday Fore part of the day foggy & damp. Wind light: Nasty swell: fell almost a calm about the Meridian which continued: Standing about ESE. Seen Several Straggling pieces of ice.

In the afternoon Cap^{tn} Ross came onboard and Dined. All well onboard the Erebus. In about 63E54N.S. & 54E W Long. Nights dark at 10 PM: forced to hoist Night Lights.

9th Thursday Very fine. Light breeze. Standing to the South^d & East^d With TM^t & TG^t Stud^g Sail: The wind about 3 points free. Breeze freshened at Night and headed us.

10th Friday Day fine. Going about 2 points free, F Topm^t & TopG^t Stud^g sails: breeze light: Stand^g E & N: passed Several Bergs. At 9 PM passed Land⁴ in the afternoon to Leew^d. Stand^g along the packed ice to the Eastw^d.

11th Saturday Blowing fresh during the Morning & fore part of the day, Tacking along the edge of the packed ice to the Eastward: a good deal of brash & broken ice about.

A general issue of Slops. Light fall of fine Snow in the evening.

12th Sunday 2 AM. A piece of ice Struck the Dolphin Striker and carried away the flying Martingale. Day Tolerably fine: Tacking to the Eastward along the Edge of the Pack. Mustered per Divisions. Light Snow in

¹ See Glossary. In this case the support holding the lower yard to the fore mast parted, and the normal tackles for hoisting it were rigged so that it could be brought back into position and a new sling fitted.

² See Appendix 5.

³ See Appendix 6.

⁴ The land mentioned by Sgt Cunningham would appear to have been ephemeral. Ross, *Voyage*, II. pp. 357–8. Feb. 10. During the next three days we examined about one hundred and sixty miles of the pack, frequently entering the outer edge as far as we could without getting beset, without perceiving any opening in it by which we could penetrate to the south; and at noon 11th, were in latitude 64°37', and longitude 45°39'; on the 14th we crossed Weddell's track, in latitude 65°43'S., but under what different circumstances! he was in clear sea: we found a dense, impenetrable pack; and as Admiral D Urville was unable to attain even to the 64th degree, we must conclude that Weddell was favoured by an unusually fine season, and we may rejoice that there was a brave and daring seaman on the spot to profit by the opportunity.'

the Afternoon and Evening: quite dark at 10 PM.

13th Monday Passing Showers of light Snow or Sleet. Tacking to the Eastw^d. through "Brash" & broken ice, interspersed with heavy pieces. Tending a little to the Southward. In 64.40.[S.] PM [came] On very sharp. Saw two Whale blowing.

14th Tuesday Tolerably fine. Trending to the Eastw^d through rather heavy drift ice: close hauled. Came over thick occas^{ly} in the Evening but turned out fine from 8 PM till Mid^{nt}. Saw Several Seal and Solitary Penguins on the ice. In about 65-5 South.

15th Wednesday Stiff breeze all day. Standing to the Eastw^d & making a very little north^g, through heavy drift ice with Long swell on: Short^d Sail to double reef^d. Topsails in the evening. At 8 PM got into clear water with occas^{ly}. a Stragglng piece of ice.

16th Thursday Hard dry day and very cold. Standing to the E.b.S all day close hauled: Wind freed a little in the afternoon. In the Evening Set Top^{mt} & Top G^t Stud^g sails. At night nearly a calm & Var^{ble}. Sailing thro- heavy drift ice most of the day.

17th Friday Fine but cold: blowing fresh all day. Sailing to the NE. through heavy drift ice with Topm^t & TG^t Stud^g Sails Set: Ship occasionally receiving very heavy blows & Rubs from the ice: the pieces of drift ice floating Very deep. Fall of Snow at Night and bitter Cold. Ships received more blows from the ice during the first watch than I have Known her to receive in any 24 hours since I have been in her. Stewart¹ was at the "Gun". Mid^{nt} Lying too.

18th Saturday Weather fine for the Neighbourhood. Standing to the Northw^d & Eastw^d through heavy pieces of Stragglng ice with occasional Stream of "Brash" & broken ice. In the afternoon the Captⁿ went onboard the Erebus and returned at 10-30 PM. Spliced Main Brace per Signal.

19th Sunday Fine but cold. Mustered by Divisions and performed Divine Service. Standing to the North^d & Eastw^d through Slack ice but heavy: quite dark at 9 PM. In about 62 S, 28 W. Slight fall of snow at night.

20th Monday Snowing from Mid^{nt} to 8 AM. Tacking to the Eastward. In the forenoon took the damaged rudder to pieces and Stowed it Variously. In the Afternoon threw a Cask overboard Containing our highest Southern Latitude this Season &^c: Close hauled.

In the Morning much ice about. In the afternoon none to be seen.

21st Tuesday Blowing fresh & Very cold all day. Very little ice in Sight. Tacking to the Eastw^d a little Northerly. Down Crows Nest: broke up ice Ladders. Miscellaneous.

22nd Wednesday Very fine: during the fore part of the day close hauled & tacking occasionally to the Eastw^d. In the Aftⁿ the Capⁿ went onboard the Erebus. Wind Shifted: rounded in the weather braces & set Top m^t & T.G^t Stud^g Sails to a light breeze. Standing to the NE: passing through drift ice and a Strong Blink of ice to Leeward. Cap^{tn} came onb^d in the first Watch: Up Boat. Nearly a calm.

23rd Thursday Slashing breeze all day Averaging 7 Knots: Standing to the ESE: wind nearly abeam: Top^{mt} & TG^t Stud^gsails: occasional falls of Light dry snow. Breeze freshened at Night: Treble reefed Fore & double Main Top sails. Many icebergs in sight & passed many. Rendezvous Cape of Good Hope - dist 2230 miles. At noon in Lat 61°30'S, 19°20'00"W Long. This night twelve month bore up from the Barrier in 78.11 South.

24th Friday Day Fine. Rattling [breeze] & Ship Standing nearly due South All day & night: Lower & Topm^t Stud^gsails: passed many Icebergs: Air & wind very chilly.

25th Saturday Blowing hard all day. At 9 AM Hauled to the wind and lay EbN^d: Shortened Sail to close reefed Topsails & reefed Courses. Breeze increased to nearly a gale about the Meridian of the day: passed many Large Icebergs. In the Afternoon Squalls of Snow & thick weather Throughout the evening & first watch: passed close to a large Berg in the first watch. Rather dangerous Sailing in the dark. Moderated in the night.

26th Sunday Dirty thick weather all day with continuous passing Showers of Snow. In the forenoon bore up to the S & E. Mustered by Divisions: in all a very unpleasant Sabbath. Made all plain Sail. Fell a calm in the Night.

27th Monday Thick Snowy weather all day: fresh breeze: Standing SSE. close hauled.

In Lat 65.11S. Passed several Icebergs: weather very disagreeable. Erebus in close comp^y. Thick snow & fog.

¹ This probably means that John Barclay, Young Gent's Stewart returned to work in the Gunroom following his punishment on 16 January. There is no entry in the log to indicate anything else.

28th Tuesday Thick weather all day. Fore part of the day Standing to the South^d & Eastw^d. In the Afternoon Tacked and stood to the Southward & Westw^d. Signalized relative to an alteration in the diet for the better.

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1st Wednesday Hard dry day: wind piercing Cold: Standing to the S.S.W. Close Hauled. In about Lat 67 South passed Several Bergs.

2nd Thursday Very fine clear day: good Sun¹ - but cold. Standing to the Southd & Westward: passed several Bergs. At noon in about 68°10'S, 10°00' W. Erebus close too.

3rd Friday Nearly a Calm all day and night: Head SWbS. In the afternoon the Captain went onboard the Erebus. The Erebus Lowered two boats and our Whale boat assisted in Sounding with 4000 fms²: Got no bottom: I believe the deepest Sounding made yet. Captain returned at 10 PM. Trim^d Made Sail: A light breeze from the NE. During the day got a new Dolphin Striker & bobstay out also otherwise Set up Standing Rigging.

4th Saturday Beautifull day for the climate. Wind nearly aft: Studding sails (mostly) both sides all day: Averaging nearly five Knots. At noon in 69°28' South. Issued Mustered & Pepper to the Ships Company.

5th Sunday Weather thick with Snow. At 9 am Sighted a heavy pack of ice: hauled to the S & E and Stood along it. At noon in 71°6' South 15°33'W, being farther South than the dutchman or our own Countryman Cook in this Meridian³. At 4 PM Erebus tacked & close hauled to the NNE. Hoisted the "Ensign" as a signal of departure from the ice for the Cape of Good Hope⁴. Both Ships threw casks overboard containing Latitudes & Longitudes.

The Pack was very heavy and apparently impenetrable. Spliced Main brace. Nasty head Sea on. Hurra!!

6. Monday Snowing hard the greatest of the day & thick. Blowing very hard. Short^d Sail to close reef^d Topsails & reefed Foresail: a very heavy cross sea on. Ship Labouring heavily. Tacked in the Morning and was drifting nearly SW. Wore at 4-30 PM: Head NbE, 4 p¹⁸ Leeway: passed Several Large Icebergs: both [ships] had to Keep away from one of them - a very Large one: breeze freshened in the first watch: Shipping Heavy [seas] & very cold withal. At noon in 71° 8'S. 15°-53'W. Cape Good Hope dist. 2531 M. Very dangerous Sailing in the Night⁵.

¹ Ross, *Voyage*, II. p. 362. 'Beautiful as had been the night, the morning broke still more splendidly; the sun rose out of the horizon bright and clear; and as the day advanced the effects of his rays, feeble as they were, from their obliquity, had an animating influence on us all who had not seen his unclouded face for a space of nearly six weeks. It afforded me the opportunity I had long desired, of obtaining actinometric observations, in which, with the assistance of Commander Bird, I succeeded, and completed two sets of experiments with each of two different instruments; by which the absolute value of the sun's radiating power in these latitudes can be accurately determined.'

² This sounding appeared on charts, as Ross Deep, until the *Scotia* recorded a depth of 2660 fathoms only two miles away from this position, during the Scottish National Antarctic Expedition, 1902-04. Rice, *British Oceanographic Vessels*, pp. 66-7.

³ It is not clear who the dutchman referred to was. Roggeveen reached 60°44'S on 15 January 1722 in estimated Longitude 308°43' east of Teneriffe (approx 67°56'W of Greenwich, off Cape Horn). Sharp, *Journal of Jacob Roggeveen*, p.66: there were various expeditions sent out by the Vereenigde Oostindische Compagnie (VOC) in seventeenth and eighteenth centuries, but these were mainly in the southern Indian Ocean. Headland *Chronological List*, pp. 59-70. It may, of course be that Cunningham has got the nationality wrong.

Cook, *Resolution*, 8 February 1775, gives his position as 58°30'S, 15°14'W, his furthest south was on 30 January 1774 in 71°10'S, 106°54'W. Beaglehole, *Journals...Resolution and Adventure*, pp. 323 & 639.

⁴ Ross, *Voyage*, II. p. 366. 'The barometer falling rapidly, indicated an approaching gale; and with the pack under our lee, we were obliged to carry all sail, to gain an offing as speedily as possible. The season was now too far advanced to attempt any further examination of the pack, therefore I made the signal to the Terror of my intention to proceed to the Cape of Good Hope; and having hoisted our colours, we began to retrace our steps, and before dark regained the clear water.'

⁵ Ross, *Voyage*, II. pp. 366-7. '... at daylight the pack was seen through the haze and thick snow, at about a quarter of a mile from us, under our lee, presenting to view a line of foaming breakers. We immediately wore to the eastward; the gale increasing, and the sea running very high, we endeavoured to beat off under treble-reefed topsails and reefed courses; but again the pack appeared a-head and to leeward in the evening, proving to us that we were completely embayed. Fortunately, the gale was driving the pack before it, at about the same rate that we were dropping down upon it. We wore and stood to the eastward, under all the sail we could possibly carry; our masts, though aided by additional supports, quivered to every sea that broke over the ship, and the sprays freezing as they fell upon the rigging and decks, rendered it difficult to work the ropes, while the extreme darkness of the night kept us in continual apprehension of collision with some of the bergs which at times it seemed almost impossible to avoid.'

7. Tuesday Blowing nearly a gale all day & dead against us. Snowing & Freezing: carrying a press of canvas: beating. Very heavy Sea on. Ship Labouring a deal. In the 1st watch the wind Subsided & at Mid^{nt} early a Calm.

8. Wednesday At 2 AM. a calm. 3.30 a light breeze Sprung up favourable, but as Soon as all Sail was made Chopped round nearly as bad as ever and almost as fresh: continuous snow. Laying nearly S.E. At 7 PM Tacked and lay within 3 points off our Course: blowing fresh: Heavy sea on and piercing cold although not Freezing. No walking on the upper deck: The Ship Heeling over 25E. Passed many Bergs.

9th Thursday Blowing fresh all day and heavy sea on. Freezing Keen. Shipping Seas forward & Every thing froze. In the afternoon the wind changed a little. Ease off the Main Shett & Checked the weather braces. It having become necessary for the Safety of the Ship that there Should be more people on deck of a night the Cap^{tn} put the Ships Comp^y in 2 watches until further orders, Making all Idlers Keep watch. In the first watch just had time to Keep away to Save collision with a Large berg: wore Ship. Squalls of Sleet & Snow. Ship Very uncomfortable but Cant be helped.

10th Friday Fine breeze and free. Top M^t & T G^t Stud^g Sails: averaging 7 Knots: passed Many Icebergs: Tolerably fine in the evening. A great quantity of ice about the Bows and gear forward: carrying a press of canvas: Making the most of Daylight: Night clear with hard frost.

11th Saturday Fine: good drying wind the fore part of the day. Passed many Icebergs: Steering NE but wind Variable & Squally. In the Evening severe squalls. In the afternoon Shortened Sail to treble reefed Topsails. Seen new moon for the first time apparently about 4 days old.



Fig 35. Decomposing iceberg. R. J. Campbell, 1970.

12th Sunday Occasional Squalls of Snow & hail but generally fine. Slashing breeze nearly aft averaging 6 Knots. Mustered by Divisions and performed Divine Service.

Passed many Icebergs. At noon In 63°58'S, 13°11'W. Cape Good Hope dist 2141 Miles.

13th Monday Rattling breeze all day & night right aft: Top m^t. Stud^g Sails both Sides: Averaging 6 Knot: Air Very cold. At noon the Cape Good Hope dist 2000 Miles. In the Evening Obs^d the Erebus Shift Topsails. Night clear: passed many bergs. The bergs all apparently in a rapid Stage of decomposition. Beautiful Moon.

14th Tuesday Particularly fine for this part of the world. Nice breeze right aft Stud^g Sails both sides: passed

a great many Bergs. In the Evening p^d a large Barrier Berg with two Arches in it: Short^d Sail at night to double reef^d Topsails. Bent all good Sails except the M Topsail. Moon Very clear.

15th Wednesday Beautifull day: breeze light but right. In the After Noon fell a Calm. Short^d Sail for Erebus Sounding. Bent new M Topsail. In the evening Cap^m. Ross came on board for an hour. All well onboard Erebus. Light breeze Sprung up at 8 PM against us. Ships Company returned to three watches.

16th Thursday Very fine. A light fall of Snow in the Morning. Breeze light all day but partially favourable: at 2 PM Tacked: about 1720 miles from the Cape. Seen many whales. Full moon Shining particularly clear.

17th Friday St. Patricks Day. Wind ahead during the fore part of the day and light: Chopp^d round fair in the afternoon. Set Stud^s Sails. All the Off^{rs} dined with the Cap^m. Spliced Main brace".

18th Saturday Light falls of Snow & Sleet. Much warmer. Wind Variable but fair & light, freshened at night. and came on thick. Q^r M^{rs} & Capⁿ Forecastle resumed thier duty¹.

19th Sunday. Blowing hard all day but wind fair. Weather fine. passed Several Very large Icebergs. At noon for some Reason hauled up ESE²: Averaging 6 Knots: Confused sea. At noon In 54°33'13"S, 2°22'45"W: Cape Good Hope 1540 Miles distant.

20th Monday Fine breeze all day right aft. Steering nearly due East for Circumcision Land³, in 54°16'N'S, 6°14'E. At noon in the Meridian of Greenwich. In the Evening came on to blow fresh with light fall of snow. At dusk the lower Stud^s Sail tripped up & Carried away the fore Top M^t Stud^s sail boom and Split Lower Stud^s Sail: Shorte^d Sail to double reef^d Top sail & hove to for the night with the main top Sail to the Mast. At 8 Lost Sight of the Erebus but Obs^d her almost immediately afterward to Leeward burning a blue light. Ans^d Ditto.

At noon Cape Good Hope dist. 1471 Miles.

21st Tuesday Came on to blow a gale. Short^d Sail to close reefed M. Top sail & reefed foresail: Scudded. Gale right aft: passed Several Large Icebergs: Battened down fore & aft: Shipping heavy Seas: Hove to at night.

22nd Wednesday Blowing harder: Running under the Same canvas. Between 12 & 1 PM run over the place where the bearings of Circumscion Land is Laid down & Seen nothing of it, not even a bit of Seaweed⁴. Weather thick with heavy squalls of Snow.

Passed Several Large Icebergs. At 2 bore up for the Cape Good Hope dist 1281 Miles. Hove to at night: blowing Still harder & bitter cold: Heavy sea washing over all. Spliced Main brace.

23rd Thursday Moderated Considerably. Set Lee clue of Mainsail & Shook a reef out of both Topsails: heavy sea on: Averaging 7 Knots: Going right before the wind: passed Several very large Bergs. Hove to at night with the M Top Sail to the Mast, Close reefed, after Observing Erebus burn a Blue Light. Sea generally Speaking running very high.

24th Friday Fine. At 2,30 AM Commenced running. Made Sail: Set Lower Top M^t & Top G^t Stud^s Sail: Sea much subsided. At noon Cape Good Hope dist 1051 Miles. Passed two or three Bergs, apparently far Spent. At dusk Short^d Sail to Treble reefed Topsails and Kept running: Averaging throughout the 24 hours 6½ Knots: making a good days works.

¹ Presumably they had been among the idlers who had been ordered to join the two watch sytem, and after reverting to three watches they returned to their normal duties.

² Ross, *Voyage*, II. p. 370. 'At 6 P.M. the following day, being in the latitude of Bouvet Island, 54°21'S., and about 300 miles west of its assigned position, our course was altered to true east...'

³ The snow-covered point of land discovered by Lozier Bovet on 1 January, 1739 he called Cape Circumcision. It is the NW point of Bouvetøya, Latitude 54°24'S, Longitude 3°25'E.

⁴ Ross, *Voyage*, II. p. 371. Bovet Island [Bouvetøya] should, therefore, have been in sight, bearing S 55° E., distant nine miles. We stood exactly for it, until we had run twelve miles, but not seeing it, we steered east, to keep in its supposed latitude: after having gone forty miles further, we arrived at the spot from which Cook sought it to the eastward, and the night getting dark, I gave up all further search, concluding, with him, that M. Bouvet had mistaken a large iceberg for land. I have now, however, reason to believe that there is an island in the vicinity; for since my return to England, I have learned from C. Enderby, Esq. that it has been visited by several of his vessels, ...'

25th Saturday Fine dry day: Rattling breeze after all: going 7 & 8 Knots: Sea running rather high. Passed two bergs and a few Small pieces of berg ice. Shortened Sail at night to treble reefed Topsails & hove to with Main Topsail to the Mast. At noon Cape Good Hope dist. 875 miles.

26th Sunday Fine. Good breeze: commenced running at 4.10 AM: Averaging 6 Knots all day: breeze Moderated in the evening. Run all night under easy sail. No Icebergs Seen.

At Noon in 45°.38'S. Cape Good Hope dist 738 Miles.

27th Monday Very fine. Wind light and not laying our course within three points. Had general Clean at the Ship. White washed lower deck. In the Afternoon Capⁿ went onboard the "Erebus": returned at 4 PM: all well onboard. Weather appearing quite warm to us. A Tropical SKy at Sunset: come up a little in the night.

28th Tuesday A most beautiful day (at least to us). At 11 AM breeze chopped round favourable but light. Aired Bedding: Scrubbed Hammock and washed clothes. In the afternoon Set Port Topm¹ & TG¹ Stud^g sails: going about 3½ Knots: Smo[o]th water.

29th Wednesday Fine. Nice light breeze right aft: Stud^g Sails both sides low & aloft. Scrubbed our other Set of dirty hammocks. In the afternoon the Erebus hove to & Sounded with Long line. Captⁿ went onboard the Erebus¹. Weather beautiful & mild.

30th Thursday Weather fine: nice breeze: quarterly: Studd^g Sails low & aloft: averaging 5 Knots. Cleaning Ship.

In the afternoon Hove to while the Erebus was Sounding. Took a reef down in the Topsails at night. At noon Cape Good Hope distⁿ about 360 Miles.

31st Friday Fine. Very warm but blowing fresh with Squals. Wind headed us: barely Laying our course Rap full. Current Setting Strongly to the North^d. At Noon Cape Good Hope distⁿ 217 Miles.

Heavy squalls in the evening with rain: Gave the upper Deck a good Holystoneng: Ship beginning to look clean.

April 1st - 1843

Saturday Very fine & warm. Wind the Same as yesterday but lighter. Fell a calm in the first watch.

Observed a large Shark under the Port Quarter. Cape GH 137^m dist.

2nd Sunday Particularly [fine?], Air at 72°: Very light breeze right aft giving about 2 Knots. Mustered by open list² read the Articles of War³ & performed Divine Service.

In the Afternoon Cap^{tn} Ross came onboard for a couple of hours. Noon Cape G Hope dist 119 Miles. Seen a large School of Albacare. At Night water Very Phosphorescent and light rays of Aurora near "Orion" at about an Alt of 20°. A Bark in sight all day apparently bound for the East Indies.

3rd Monday Nearly a calm and Very hot. At noon Cape Good Hope dist 81 Miles.

In the afternoon Cap^{tn} went onboard Erebus. At night Light breeze Sprung up: Just Lying her course close hauled.

4th Tuesday Fine. Rattling breeze. Made the "Heads" of Simons bay at 12 (Noon). Commenced beating up for the anchorage, and Anchored at 8.30. PM. Found the Winchester⁴ Frigate in Port with Flag of []⁵ flying. Spliced Main brace.

5th Wednesday Very fine. Shifted our billet and moored Ship. Got the Observatory onshore. Received two

¹ Ibid. p. 379. On the following day thermometers were sent to a depth of 1200 fathoms, where the temperature was 39°.5; at 1050 fathoms, it was 30°.8; at 450 fathoms, 41°.1; at 300 fathoms, 44°; and at the surface 53°.

In order to measure the temperature of sea water at depth thermometers have to be protected, otherwise the mercury is forced up the scale by the pressure and erroneous readings occur. Ross's thermometers were unprotected and hence his readings were in error.

² See Appendix 5.

³ See Appendix 6.

⁴ *Winchester*, Captain Charles Eden, (50).

⁵ Space left blank. The Honourable Josceline Percy, CB (1784–1856), fourth son of the first Earl of Berkeley and brother of the 5th Duke of Northumberland, Rear Admiral of the Red, (23.11.1841); Commander in Chief at the Cape of Good Hope, 17 December, 1841 to spring 1846, flew his flag in HMS *Winchester* (50). He was promoted Vice Admiral, 29 April 1851, and was MP for Beeralston, Devon, 1806–20. O Byrne, *A Naval Biographical Dictionary*, Mosley. *Burke's Peerage*, p. 2946.

letters from my old friend Sergeant Kelly and was glad to hear both him and wife were well & comfortable. The letters contained a deal of interesting Matter to me.

Thursday 6th Very fine: commenced Watering and Temporarily refitting Ship. Expecting the Admiral tomorrow: came on to blow at night.

7th Friday Blowing Very hard all Day, in consequence of which the Admiral did not come. Set up Lower and Topmast Rigging. Moderated at night to Calm and Very fine.

8th Saturday Exceedingly fine. At 10 AM the Admiral and Family¹ Came onboard and Seemed highly pleased with the Ship. In the Afternoon rattled the rigging down.

9th Sunday Beautifull day. Mustered by Divisions & Performed Divine Service.

In the Afternoon went onboard the "Erebus" and spent the afternoon with Sergt Baker.

The Cap^{tn} informed me he would write to Head Q^{rs} with a View of Doing something for me².

10th Monday Blowing Very hard all day. Refitting Ship: Scraped the Lower deck painting.

11th Tuesday Very fine. Went onshore for 48 hours leave. Spent the day Very pleasantly. Slept at the "British Hotel".

12th Wednesday Beautifull day. Took a long walk over the hills to a Dutch Settlement; returned Dined and Spent the Evening at the "British Hotel".

13th Thursday Fine. Came on board in the forenoon. Found the Ship painted inside & out, and Smelling Very unpleasant.

14th Friday Very fine: refitting Ship.

15th Saturday Very fine: Watering and refitting. Arrived HM Ship Acorn³ from the Coast. Went onshore on duty to bring the Gunner onboard⁴.

16th Sunday Particularly fine. Mustered by Divisions and performed Divine Service. At 5 PM Discovered the Gunner had cut his throat in his bed, fortunately not affectually but he would have be dead in 10 Minutes more. having partially Cut the wind Pipe. Medical Attendance being at hand his throat was Sewed up, and he was immediately Conveyed to Hospital.

17th Monday Lovely Day. Watering and refitting. In the afternoon took the Gunners effects to the Hospital: he was then Sensible. The Act was committed while Labouring under Delirium Tremours from excessive drinking and not having Stimulants to carry it off.

18th Tuesday Fine: extremely warm. Watering and refitting Ship.

19th Wednesday Beautifull day: Miscellaneous. On the Doctors at the Hospital unbandaging the Gunners Neck. They discovered that a Similar attempt had been made before about ¼ of an inch higher up. He Stated his reason for this attempt to be drink and the devil tempting him.

20th Thursday Extremely close and Warm. In the morning unmoored Ship and laid Anchors and Wharps out for Swinging Ship. In the forenoon Swung Ship⁵. In the Afternoon Moored Ship. One of the Lilly's⁶ Prizes

¹ Admiral Percy married Sophia Elizabeth, daughter of Moreton Walhouse, in 1820 and had one son and three daughters. O Byrne, *A Naval Biographical Dictionary*.

² It has not been possible to trace a letter from Crozier and it may be that, having discussed it with his senior officer, Captain Ross wrote for both Sergeants. Ross's Letter Book letter, SPRI MS 1556, letter No. 376, dated 22 September 1843, to the Colonel Commandant at Chatham, reads 'The exemplary conduct of Serjeant Baker of this ship and Serjt. Cunningham of the *Terror*, during a period of four years of arduous service in the Antarctic Regions, requires that I should make an especial application to you in their favour. More deserving or better conducted non-commissioned officers I have never known and, whilst I acquaint you that that of the Corporals as well as that of the privates of the detachment embarked in this expedition has been most creditable and praiseworthy, I beg leave particularly to solicit for the Serjeants your favourable consideration of their services, and that you will afford them any advancement or privilege which it may be in your power to bestow and which, I assure you, they have well merited.' This letter is quoted in Ross, *Ross in the Antarctic*, p. 213.

³ *Acorn*, Commander John Adams, (16), sloop.

⁴ James Cleat, Act Gunner, Discharged 28.5.43 to the Naval Hospital, Cape of Good Hope.

⁵ See Appendix 10.

⁶ *Lily*, Commander George Baker, (16) Brig, built Pembroke Dock 1837. Colledge, *Ships of the Royal Navy*, p. 202.

came in; a Yankie looking Bark flying Portuguese Colors. A Midshipman was commanding her. She had no Slaves onboard when taken.

Friday 21st Very fine. Swung Ship: Moored Ship in the Afternoon.

22nd Saturday Fine. Variously employed: Getting ready for Sea. Got Live Stock onboard: Miscellaneous.

23rd Sunday Blowing fresh. In the forenoon an American Whaler came in and Anchored Athwart our hause. We had to Veer cable: it caused us a good deal of Trouble. Mustered by Divisions.

24th Monday Tolerably fine, Variously employed. Went onshore in the Afternoon to the Post Office. A mail from England but no letters for the Ships.

25th Tuesday Air cold and Stiff breeze. In the Afternoon HM Ships "Samarang" and "Thunderbolt" S.V.¹ came in from England: brought no letters.

26th Wednesday Cold for this part and blowing fresh. Went to the Post Office: No Letters: expecting not sail until Saturday Morning.

27th Thursday Blowing fresh with rain: Miscellaneous.

28th Friday Heavy Squalls of of wind and rain continued all night: Preparing for Sea.

29th Saturday Very fine and Calm. In the morning watch unmoored Ship and Shortened in Cable but in consequence of it remaining a Calm did not get under weigh.

30th Sunday Very fine all the Morning a calm: Both Ships got under weigh at 8 AM and towed out when a nice breeze Sprung up². Exchanged numbers with HM Ship "Thunderer"³ and Seen three other Vessels Standing in for the Bay, one of which was thought to be a man of war "Brig". Hauled to the wind on the Starboard Tack: breeze freshened at night: reefed Topsails: very heavy rain in the night.

May 1843

1st Monday Blowing fresh with Squalls: Nasty Cross Sea on: Close hauled: rather cool, occasional Showers of rain.

2nd Tuesday Fresh breeze but Squally with Showers of rain. Wind about 1 point free. In the afternoon Sighted a Bark - looked like a Whaler.

3rd Wednesday Fine day: beautifull breeze right aft: Stud^e sails both sides: Going along Very comfortably.

4th Thursday Fine: rattling breeze right aft: Stud^e sails both sides: averaging 7 Knots. Scrubbed hammocks.

5th Friday Beautifull day: running right before the wind ; Averaging 7 Knots. At noon Seen a Vessel (from the Masthead) ahead ; Steering the Same course as us.

6th Saturday Weather fine. Rattling breeze right aft. In the middle watch passed the Ship we Sighted at noon yesterday. In the afternoon Short^d Sail & hove to. Erebus Sounding. A general Issue of Slops.

7th Sunday Fine ; wind the Same as Yesterday. Mustered per open List⁴ Read the Articles of War⁵ & performed Divine Service.

8th Monday Wind & Weather the same as yesterday. Arranged & Surveyed chain Cables. Hove to in the afternoon; Erebus Sounding.

9th, 10th The same as noted in the last few day.

¹ *Samarang*, (26), Captain Sir Edward Belcher, survey vessel, built Cochin 1822. Colledge, *Ships of the Royal Navy*, p. 305. *Thunderbolt*, (6), Commander George N. Broke, Paddle sloop, Built Portsmouth dockyard 1842 and wrecked on Cape Recife, S. Africa 3.2.1847. *ibid.* p. 349. S.V. indicates Steam Vessel.

Belcher, *Narrative*, I. p. 10. The Admiral being absent at Cape Town, I was happy to join my good friends Ross and Crozier, and the night was far advanced before half our interchange of questions was expended; had the former not given me hopes of further detention, it is probable that we should not have parted until his anchor was at his bows, and that sullen monitor, the fore-top-sail, at his mast head? Belcher was on his way to Borneo and the Eastern Archipelago, surveying and taking similar magnetic observations to those taken by Ross and Crozier in *Erebus* and *Terror*.

² Ross, *Voyage*. II. p. 380. 'We had now turned our backs on the antarctic regions, and had fairly begun our homeward voyage, though we had one object yet to fulfil, which was, to go to Rio de Janeiro for magnetic purposes, touching, on our way, at St. Helena and Ascension.'

³ HMS *Thunderer*, (84), Captain Daniel Pring.

⁴ See Appendix 5.

⁵ See Appendix 6.

11th Thursday Strong breeze & Squally with light Showers of rain, wind right aft. Seen a Strange Ship.

12th Friday Fine. Beautifull breeze. Shortened Sail at night nearing the Land. Strange sail in C^{oy}.

13th Made the Land at day light. Anchored off James Town [St. Helena] at 7.30. Many Merchant Vessels lying in the Sound. Shifted Topsails & Courses.

14th Sunday Fine. Mustered by Divisions & performed Divine Service. In the Afternoon the Artillery men from the Observatory we brought out, came onboard to See us. Glad to see them all well.

15th Monday Fine. Went onshore on leave and went up to Longwood to the Observatory. Rode down in the evening. Spent the Evening with some friends. People Watering and fitting Ship.

16th Tuesday Fine. On Shore all day & night: had a ramble over the Town. Met an old acquaintainse formerly belonging to the Marines. He is now Drum Major of the S^t Helena Reg^t (Cornwall[?] by name). Arrived Waterwitch¹.

17th Wednesday Came onboard in the forenoon. Went onshore on duty in the Afternoon. Miscellaneous.

18th Thursday Squally with heavy passing Showers. Onshore most of the day on duty.

19th Friday Squally with passing Showers. On shore nearly all day on duty.

20th Saturday Squally & Showery. In the forenoon Sailed HMS Waterwitch. In the afternoon weighed in Comp^y with the Erebus, and Stood away for the Island of Ascension: 2 or 3 Vessels in comp^y: Nice breeze. During our Stay in S^t Helena a number of Vessels arrived & Sailed.

21st Sunday Fine. Beautifull breeze right aft. Mustered by Divisions.

22nd Monday Fine. Strong breezee right aft. Seen the Sail we passed yesterday a long way astern. In the Afternoon "Erebus" hove to & Sounded. 437 miles from "Ascension" at noon.

23rd Tuesday Fine breeze: weather Variable with light falls of rain: Wind right aft. Two Vessels in Sight. At noon Ascension dist 302 miles.

24th Wednesday Squally with passing Showers: wind right aft. In the afternoon ranged Cables. Two Strange Sail in Sight, "Erebus" Sounded.

25th Thursday Very fine. In the Morning Sighted the Island of "Ascension".

At 4 PM Anchored. Health Boat boarded us in which was an old Comrade - Glad to see him well.

26th Friday Fine. Miscellaneous. Got the Small Observatory up: Several Vessels passed during the day.

27th Saturday Very fine. In the Afternoon went onshore for a couple of hours. Seen Some old acquaintances and had a good view of the Settlement.

The Island appears of one mass of Lava and Cinders: the effect of Volcanic eruption. There is a Very handsome Hospital and Church Yard. Some Very nice Cenetaphs erected in memory of the Departed.

The Observatories taken down and brought onboard. Received two Very fine Turtle in the evening.

28th Sunday. Fine. Mustered by Divisions and performed Divine Service.

In the Afternoon two Comrade Sergeants Came onboard and Spent the evening with me Very comfortably. At night wrote a letter to my old Friend Serg^t Kelly.

29th Monday Very Fine. At 9 AM weighed and Stood away SW for Rio, Erebus in Comp^y, with a fine breeze. At night Killed one of our Turtle, which turned out very fine.

30th Tuesday Fine. Rattling breeze ; carrying Fore Topm^t Stud^dSail. Erebus Sounded, Breeze Freshened at night.

31st Wednesday. Beautifull day: Wind quarterly.

June 1843

1st & 2nd Fine Nothing worth noting ocured. Erebus as usual Sounding.

3rd Saturday A calm. Erebus in conjunction with us Sounded with 4600 fms²: no bottom: Cut the line away. Nearly a calm all night.

4 Sunday Gloomy with passing Showers. At night came on to blow Very hard: Shortened sail to double reef^d Topsails. Heavy cross sea on. Ship pitching heavily. Mustered by the open List³ & performed Divine Service.

¹ *Waterwitch* (10), Brig, Lieutenant Henry J. Matson. Built in 1832.

² This sounding has since been proved erroneous. Rice, *British Oceanographic Vessels*, p. 67.

³ See Appendix 5.

5th Monday Blowing Fresh: all but fine: Wind abeam: Head Sea on. In the Afternoon Shortened Sail Erebus Sounding. Set up Main Topmast rigging.

June 1843

Tuesday 6th Fine Strong breeze. Quarterly: averaging 7 Knots: Steering for the Island of Trinidad, Killed a turtle.

7th Wednesday Rattling breeze. In the forenoon Sighted the Island of Trinidad and in the afternoon passed it close to: to[o] much Surf to land. Going dead before the wind: Studding Sails both Sides.

8 Thursday Fine: Slashing breeze: averaging 7 Knots. At 11 PM fell a calm: uncommon heavy rain which continued at Short intervals all night.

Friday 9th Tolerably fine but very Variable. A close pressure of the Atmosphere. Wind light but fair breeze Steadied at night.

10th Saturday Nearly calm all day with passing Showers of rain and heavy close weather. Nice breeze Sprung up at night right aft.

11 Sunday Fine ; Strong breeze all day averaging 7 Knots. Mustered by Divisions and performed Divine Service. Cape Frio¹ at Noon dist 306 miles.

12th Monday At 3.30 AM. fell a Calm. At 4.15 Sprung up a Stiff breeze dead on end: Blowing fresh all day. In the Morning watch moderated to a light air which continued all day & night. Erebus Sounded. Heavy rain in the night.

13th Tuesday Light winds all day and foul. Sighted two Vessels. At night freshened and squally. Wind rather partial.

June 1843²

7 Friday Fine: Wind Variable & Scant: averaging 4 Knots. Miscellaneous. In the Evening Sighted a Vessel outward bound going large.

8th Very fine. Good breeze but Scant, inclined to be variable. Many flying fish about: Miscellaneous.

9th Sunday Very fine. Mustered by Divisions & performed Divine Service.

Middling breeze: averaging 5 Knots. At noon the Equinoctial line dist about 119 Miles. Seen Flying fish innumerable.

¹ Latitude 23°01'S, Longitude 42°00'W.

² This would appear to be July 1843 and is given again, in full, in the rough draft below.

The Evening Star

Beautifull Star, that Seems on high
 The loveliest light in yon azure sky
 Thou art lovelier far than the glittering Team
 That follow thee over Land and Main
 Thou art far more dear than all the glow
 Of ruby and gem that Sparkle below
 For many a lengthened Summer night
 Have I passed beneath thy gentle light
 With the tender glance and blushing Smile
 Of her who alone could this heart beguile
 And Sipp.d the Sweets of her honied breath
 And thought if t'were poison how happy a death
 Whilst her Eye beamed love and her bosom told
 By its throbbing pulse I was dearer than gold

Sweet Star of eve where hast thou been
 In the day that is past to another scene
 Hast thou been looking on joy and delight
 Giving to other a lovely night
 Hast thou been looking on Maidens fair
 With thier cheeks of rose and golden hair
 Hast thou been looking on lovers pale
 On the Whelming Seas and the Shatterd Sail
 Or the battlefield - the blood red plain
 Mid the Victors cry- the Shriek of the Slain
 Or hast thou been looking over hills of Snow
 With the Avalanche pooring despair below
 Oh many a scene of hope & fear
 Has thy radiance lighted Since last thou wert here.
 Beautiful Star could thy lustre fling
 A charm over hopes that are withering
 Couldst^t thou but give to the Aching breast
 A Slender Share of thy own sweet rest
 Couldst^t thou encircle this heart of mine
 With the halo of peace which for ever is thine
 Oh then indeed might thy ray be confess'd
 A beacon of earth from the home of the blesst
 But thy beam is too transient. thine image too bright
 To be more than the vision. The dream of a Night
 Each moment of happiness man may See
 Is the Shadow of purity fleeting as thee
 But thy radiance thought of grief may quell
 So beautiful Star farewell farewell

W.K.C.

[This completes the text of Sergeant Cunningham's journal. There are however a number of additional loose pages from which, it would appear, he was in the habit of writing up the journal and while not giving a complete record of the remainder of the voyage, they fill in the majority of the gap. They run from Tuesday 6th June to Sunday 3rd September 1843 with a couple of gaps. They have therefore been included, and are given below.]

Tuesday [6 June]. Fine: Strong breeze quarterly: Averaging 7 Knots: Steering for the Island of Trinidad¹. Killed a Turtle.

Wednesday [7 June]. Rattling breeze. In the forenoon Sighted the Island of Trinidad and in the Afternoon past it Close to: to[o] much Surf to Land. Going dead before the wind. Studding Sails both Sides.

Tuesday Stewart Suspicion of being Drunk.

Wednesday Ready Negligence.

Thursday [8 June] Fine. Slashing breeze. Averaging 7 Knots.

At 11 PM fell a Calm with uncommon heavy rain which continued at Short intervals all night.

Friday [9 June] Tolerably fine but Very Variable: a close pressure of the Atmosphere: Wind Light but fair: breeze Steadied at night.

Saturday [10 June] Nearly a calm all day with passing Showers of Rain and heavy Close weather. Nice breeze Sprung up at night right aft.

Sunday [11 June] Fine: Strong breeze all day: averaging 7 Knots. Mustered by Divisions & performed Divine Service. "Cape Frio" at noon dist 306 Miles.

Monday [12 June] At 3.30 AM fell a Calm. At 4-15 Sprung up a Stiff breeze dead on end. Blowing fresh all the Morning Watch. Moderated to light air which continued all day & night. "Erebus" Sounded. Heavy rain in the night.

Tuesday [13 June] Light winds all day and foul. Sighted two Vessels. At night freshened and Squall. Wind rather partial.

Wednesday [14 June] Fine breeze Light & headed us. Three Strange Sail in Sight. A Small Schooner Keeping close Comp^y with us all day. A full rigged Ship passed close across our bow at 8 PM. At Noon Cape Frio dist 75 Miles breeze fresh^d at Night.

Thursday [15 June] Heavy passing Showers. At daylight Sighted Land on Weather bow. Wind foul & light: Tacking off the Razor Rock all day and Night. Several Strange Sail in Sight. Holystoned the upper deck. Arranged Cables. Seen the light on the Light house at night.

Friday [16 June] Weather Very changeable. During the forenoon tacking off & on the Land. Wind unfavourable.

In the Afternoon the wind became partial. Cap^t went onboard the "Erebus": returned in the Evening. Standing along the Land. In the first watch nearly a Calm & Variable with heavy rain. Light on the Light house quite perceptible.

.....[Page torn, part missing]

& off all night. Very heavy Rain. A most brilliant light over Razor Island: Revolving².

18th Squally with Very heavy Showers of rain. At 6 AM Made Sail for the Harbour Mouth dist about 17 Miles.

Made it and ultimately the Anchorage after Several Tacks at 5 PM³.

There appears to be about 500 hundred Sail of Shipping in the Port. An American Frigate the "Columbia" whose Guess Warp boom just took our Quarter as we passed but done no damage.

4 English Pendants Flying, three Small craft & the Crescent Prison Ship. The Harbour and Town with whole of the neighbourhood has a most beautiful appearances. Several Brazilian Pendants flying. At night numerous Rockets and other Fireworks lit off: great ringing of Bells and other playing of music.

Monday Showery: Variously employed. In the Forenoon one of our Seamen, Tho^s Jones, departed this worldly career, after an illness of about 5 weeks: He being the 1st Man we have lost by Death Since our Leaving England.

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to See Some old Friends. During the Afternoon Arrived H B M Sloop the Frolic¹: Last from Nassau, also a

¹ Ilha da Trindade, Latitude 20°30'S, Longitude 29°20'W.

² Now Isla Rasa, Latitude 23°04'S, Longitude 43°09'W. The light was Red and Bright, revolving every two and a quarter minutes, exhibited from a height of 315 feet, and visible for 10 to 14 miles. Admiralty Chart 541, dated 1847.

³ This was Rio de Janeiro, Latitude 22°54'S, Longitude 43°12'W.

"Jonathans Corvette".

Tuesday 20th Changeble. In the forenoon buried our Comrade. Paid Monthly Money to the Ships Comp^y. In the Afternoon Set up lower rigging. Got the Small obs^{ty} up on "Rat Island"²: Miscellaneous.

Wednesday [21 June] Fine. Arrived and Anchored an american Brig. Painted the Outside of the Ship.

Obs^d the "Erebus" Get her Bowsprit out it being Sprung: Carpenters making a new one at the yard.

Miscellaneous. A Number of brilliant Rockets let off on Shore, at night.

Thursday [22 June] Fine. Set the letter Bag onboard the Packet for England. Employed myself cutting the "Head Board" for Tho^s Jones.s Grave. Miscellaneous.

Friday [23 June] Fine. In the Morning Watch the Packet Sailed.

Obs^d the Erebus get her new Bowsprit in. A great day with the people onshore: it being the Eve of S^t John. Fireworks and Fire Balloons going off all night in all directions: the whole of the neighbourhood looking most Splendid.

.....[Page missing]

7th Friday [July] Fine. Wind Variable & Scant Averaging 4 Knots. Miscellaneous. In the [evening] Sighted a Vessel Outward bound going large.

8th Saturday Very fine. Good breeze, but Scant inclined to be variable: many flying Fish about. Miscellaneous.

9th Sunday Very fine. Mustered by Divisions and performed Divine Service. Middling breeze: Averaging 5 Knots. At noon the Equinoctial Line dist about 119 Miles. Seen Flying fish innumerable.

10th Monday Fine. Good breeze. At about 7 PM Crossed the Line. Miscellaneous. Bent New foresail.

11th Tuesday Fine. Rattling breeze: averaging 6 Knots. Hove to: Bent new Topsails: Erebus Sounded and Tried current.

12th Wednesday Fine. Good breeze. At Noon in 3°01' North: a great many Flying fish and dolphin.

13th Thursday Very fine. In the Afternoon hove to: Cap^m went onboard the "Erebus": Breeze light.

14th Light and Variable winds, in the afternoon a Calm. Came on to rain Very hard in the night: Light air.

15th Light and Variable winds with heavy falls of rain. Issued Slops to the Ships Comp^y for the Last time.

16th Sunday Good breeze with Very heavy rain: Some of the heaviest Showers I seen.

17th Monday Nearly a Calm all day with heavy Showers of rain. In the Morning a Liverpool Vessel, the "Dicky Sano", passed close to us. Light breeze Sprung up in the first watch.

18th Tuesday Fine. Light NE wind: close hauled: Tacking occasionally. In the eveng a Vessel in Sight. In the first watch a Vessel passed close to us.

19 Wednesday Light Variable winds. Primed inside for painting Green.

20th Thursday Light variable winds. Painted Green inside.

21 Friday Light variable winds.

22nd Saturday Light Variable winds.

.... [Page missing]

Sunday 23rd [July] Very Fine. Fore part of the day wind light & Variable. At 2 PM Erebus boarded a Stranger, the "Emerald Isle", 15 days from England with Prisoners for V.D.L.³ In the Evening Got a Slant of the N.E Trades.

24th Monday Fine. Good NE Trades: Heading well up. Miscellaneous.

25th Tuesday Fine. Good Breeze laying nearly North. Served Slop bills for the last time⁴.

¹ *Frolic*, (16), Commander William A. Willis.

² Now Isla Fiscal, Latitude 22°54'S, Longitude 43°10'W, and connected to the land by a causeway.

³ Van Dieman 's Land.

⁴ Sergeant Cunningham 's slop bill has been preserved with his papers.

1 W^m. K. Cunningham

Subscription	0	10	0
Subscription	0	2	1
Slops	17	15	2
Tobacco	0	9	0
	15	13	1

26th Fore Part of the day fine. Latter part Squally with light passing Showers of rain. Painted Lower decks Messes. Seen thousands of Flying Fish.

27th Thursday Fine. Packed all the Cap^{ns} Birds for a full day. In the Afternoon Capⁿ went on^d Erebus.

28th Friday Fine. Strong breeze close hauled. Captain Returned. In the first watch headed up to NbE, 4^K & 6.

29th Saturday Fine: good NE breeze. Whitewashed lower Deck: Miscellaneous. One Strange Sail in Sight.

30th Sunday Wind & weather the Same as yesterday. Mustered by Divisions and Performed Divine Service. One Strange Sail in Sight.

31st Monday Fine. Good breeze: Averaging 4½ Knots. Trades not very favourable. In the evening Sighted a Steam Vessel Standing to the Westward. "She was Steaming": Making a good deal of westing.

Aug^t 1843

1st Tuesday Inclined to be variable: fell nearly a calm at night. In the first watch spring up more favourable.

2nd Wednesday Wind favourable. Miscellaneous.

3rd Thursday Fine. Wind Light but favourable.

4th Friday Fine. The Seamen Painted Lower deck. Surveying Warrant Stores.

5th Saturday The Same.

6th Sunday Very fine. Mustered per Open List¹: breeze Light: fell nearly a Calm: lost the N.E Trades. Wind Chopped round right aft but light.

7th Monday Fine but breeze light.

8th Tuesday Fine: breeze light.

9th Wednesday Tolerably fine: Wind Variable and puffy: Freshened in the first watch Some of the heaviest Lightening I ever Saw with Thunder & passing Showers of Rain. At Noon Flores Island dist 305 Miles.

10th Thursday At 1 AM two of the heaviest Claps of Thunder any one in the Ship ever heard with Vivid lightening & very heavy rain. Rain continued till 4 AM: Light winds & unfavourable.

11th Friday Light winds & unfavourable. Miscellaneous.

12th Saturday. Fine Light wind and laying our course. At noon Flores Island dist about 200 Miles. Making but little progress.

13th Sunday Mustered by Divisions & performed Divine Service. Wind Very Light & Variable: Light passing Showers of rain.

14th Monday Very Fine. Light & Variable winds. Making little or No progress. Boat from the Erebus came onboard in the evening.

15th Tuesday Very fine. Light & Variable winds. Flores Island dist at noon about 135 Miles. Making a tedious passage.

Money	1	7	4	
River Pay 13	2	7		
Advanced 12	0	6		
Dead Effects	0	1	10	
Soap	1	7	4	

£61 1 7

24 July 1843

The reverse of this bill contains a sum which would appear to be a calculation of Sergeant Cunningham's pay for the voyage until 1st September 1843. He joined on 15th June 1839 and the sum shews

	52	2	2	
16	52	2	2	
31	52	2	2	
<u>31</u>	<u>11</u>	<u>2</u>	<u>10</u>	
7)78(11	219	11	6	
<u>7</u>	<u>61</u>	<u>1</u>	<u>7</u>	
8	158	9	11	
Clothing	<u>2</u>			
	167	9	11	
In hand		10	0	

¹ See Appendix 5.

16th Wednesday Fine Light & Variable winds & occasionally Calm. Captain & some of the Officers dined onboard the Erebus.

17th Thursday Very fine. Light & Variable winds. Making little progress. Seen large School of porpoises & many Dolphin. Picked a long Deal plank up completely covered with Barnacles.

18th Friday Fine. Wind light & Variable. At noon Flores Island¹ dist 54 Miles.

19th Saturday Very fine. At noon made "Corvo"²: lay to & Got Some very fine Potatoes &^c. In the Morning exchanged Numbers with the "Apollo"³. She went to windward of the Island.

20th Sunday Fine. Tolerable breeze. Mustered by Divisions & performed Divine Service.

21st Monday Wind Variable: Passing Squalls. Two Strange Sail in Sight.

22nd Tuesday Rattling breeze all [day] and Night. Averaging 7½ Knots: heavy Sea.

23rd Wednesday At 4.AM Wind Suddenly chopped round and headed, became light & Variable with passing Showers. At Noon S^t Agnes Light house⁴ dist 854 Miles.

Aug^t

24 - Thursday Slashing breeze right [aft]: averaging 7 Knots.

25th Friday Fine. Good breeze right aft averaging 6 Knots. Erebus Sounded in the Afternoon.

26th Saturday Squally with passing Showers. Averaging 5 Knots. At noon S^t Agnes Light House dist about 470 Miles. 2 Strange Sail in Sight.

27th Sunday Raining & blowing hard all day. Shortened Sail & reefed in the forenoon: Heavy Sea on. Wind right aft. Averaging 7 Knots.

At noon S^t Agnes Light House dist about 331 Miles. Moderated in the evening Made Sail.

28th Monday Thick weather with passing Showers: averaging 7 Knots. S^t Agnes at noon 168 Miles dist. Soundings in 110 fms, at 1-30 PM. Passed a Schooner in the Morning.

29th Tuesday Fine. In the Morning watch wind fell light & variable. Continued all day. At noon S^t Agnes dist 115 Miles.

30th Wednesday Foggy thick Weather, with Light & Variable winds. In the forenoon a Scilly Pilot boat came alongside. Had a few Potatoes and fish to dispose of. The Potatoes were about 1/7 per imperial Gallon. At Noon S^t Agnes Light House dist 21 Miles just Visible.

31st Thursday Thick foggy weather. Several Vessels in Sight: wind Light & variable. At Noon Lizard NE 45 miles. Breeze partially favourable in the evening.

September 1843

1st Friday Very fine with occasional fogs.

In the forenoon Passed abreast of Plymouth dist about 20 miles. Heard a quantity of Great Guns fired. Wind light & Variable: Making little progress. Many vessels in Sight.

2nd Saturday Very fine light breeze and favourable. In the forenoon Sighted land, the (Start Point): running along the land all the afternoon averaging 2 Knots.

At 6 PM Cows Pilot boat boarded us: heard of Her Majesty's going to Plymouth and it was the Caledonia⁵ that we heard Saluting the Royal Party yesterday. Heard of a disturbance in (Owld Ireland). At Nine PM wind Chopped Suddenly round to the Eastward.

3rd Sunday Particularly fine. Nice breeze right aft: Stud^g Sails both Sides. Passed the Bill of Portland⁶ in the forenoon. Standing along the Land. Passed the Isle of Wight in the evening. Standing for the "Downs"¹. At

¹ Punta Delgada, at the northern end of the island lies in Latitude 39°31'N, Longitude 31°12'W.

² Punta Torrais, the north west extremity, lies in Latitude 39°43'N, Longitude 31°07'W.

³ HMS *Apollo*, (8), troop ship, Commander Charles Fredrick.

⁴ In the Scilly Islands; Latotude 49°53'N, Longitude 6°21'W.

⁵ *Caledonia* (120), Captain Alexander Milne, flying the flag of Admiral Sir David Milne, GCB., KSJ., KWN., Commander in Chief at Devonport.

⁶ Latitude 50°31'N, Longitude 2°27'W.

sunset 20 Sail in Sight. Mustered per Open List² & Read the Articles of War³.

¹ Latitude 51°13'N, Longitude 1°27'E.

² See Appendix 5.

³ See Appendix 6.

Ross, *Voyage*, II, pp. 386–7. 'The shores of Old England came into view at 5^h20^m A.M. on the 2nd of September, and we anchored off Folkstone at midnight of the 4th.

I landed early the next morning, and immediately proceeded to the Admiralty...'

Ibid pp. 386–7. 'The ships proceeded to Woolwich, where they were dismantled and paid off on the 23rd of September; having been in commission rather more than four years and five months; and although they had gone through so much hard work, were as sound and ready for further service as on the day we sailed from England.'