



David Kelly

1881—1978

Diary of the Voyage while on the Carmanian

“Voyage to New York”

A Transcription of Dave’s diary

Ship: Carmanian of Workingworth

Captain Bunn, 26 Hands all told.

Left London, 20 November, 1899

Arrived New York, 8th January, 1900 - 49 days.

Left New York, 18 February, 1900

Arrived Hong Kong, 9th July, 1900 - 141 days.

Left Hong Kong, 26th August, 1900

Arrived San Francis 12 Noon 1900 78 days

Left San Francisco, Jan 1st 1901

Rounded Cape Horn, Mar 19th 6pm.



Above: The crew of the “Carmanian”. Dave is first on the left, middle row.

Set Sail: 1899

Novr 20 Left S W India Docks today at noon with foggy weather, so had to bring up at Gravesend and laid there for two days getting things shipshape

24/ Turned out at 4am to heave in the slack chain & after breakfast started towing down channel. Let go of tug off the Isle of White and set all sail to a light head wind.

25/ Wind died away and left us becalmed with fine weather.

26/ Got a breeze this morning which freshened up towards noon. Going course at 12 knots.

27/ Got a head wind again

28/ Sighted Lizzards

29/ " " Wolf Rock and passed it at Midnight

30 Blew up Fore & mizzen top – gallant sails. going course

Decr 1st Set gallant sails again.

2/ Under reefed topsails

3/ Still strong wind but set more sail. Going course 9 knots.

4/ South West Gale hove to.

5/ Fine weather set sail again.

7/ At noon Sighted the Island of Fayal on the Port Beam

8/ Good still Breeze at 4pm passed another of the Azores

9/ Took of top gallant sails & stay sails

10/ Increased to a heave gale with plenty rain

12/ Weather moderated and set all sail Course W 8 knots.

16/ Wind hauled ahead.

17/ Wind hauled aft in a squall. 13 knots

18/ Wind not so strong 8 knots

21/ Every appearance of a gale so had to shorten down

22/ Still blowing hard rolling along at 6 1/2 knots. Early this morning the main to gallant yard truss broke a drift so had to be lashed to the mast as it was cutting it through with every roll of the ship. Unbent the sail as it could not be used any more. At noon we sighted a Danish Barque on our starboard bow hove – to it was not long before we were out of sight as we were running.

23/ Reefed down and sighted a Steamer bound East. At midnight sighted steamer bound north.

25/ Christmas Day fine weather & good breeze so we set all sail hard at it till dinner time. At 11am we sighted a barque & at 12.30 another both homeward bound. In the afternoon we had to shorten right down again.

A very merry Xmas

26/ At 1am sighted two steamers outward bound. Set all sail again.

27/ Shortened down again to topsails.

30/ Very cold weather and snow. We are on the edge of the gulf stream and clouds of vapour are rising from the water as if it was boiling. The vapour is caused by the warm gulf stream joining the cold stream from the N at this place.

Jan 1st 1900

Took the Fore-sail off & then laid aft for grog as it is New Years day. Sighted a schooner. A steamer & schooner passed us later. Got anchors over and tow-rope ready for use. Got a N.W gale & snow.

2/ Sighted a five masted schooner.

3/ Sighted two steamers & set more sail.

4/ Fine day. Sighted six vessels

5/ Variable weather ran away from a barque to-day.

6/ Sighted a steamer & schooner to-day. Passed a light house to-day. Shortened down in the afternoon so as not to get up there before daylight.

8/ Two tow-boats started to tow us this morning. They get 300 dolls for the job. During the afternoon we could see all sea-side places & passed Navsinks signal station. At 10.30 pm we dropped anchor in the quarantine ground and set anchor watch. It is very cold with ice on deck.

9/ The doctor came on board and passed us. & after dinner we towed up to Weehawkin to discharge our ballast & taken in 10 ton of rock and 5 thousand cases of oil to stiffen her. We arrived at Constable Hook where we are to load at dinner time and had a job to steer through the blocks of ice that are floating down the river.

14/ Finished loading and towed into the stream, there to await the new hands and a fair wind.

15/ Scrubbing over the side.

16/ Bent the crossjack and new hands came off in a tow-boat.

17/ All hands called at 6.15 when we had coffee and stood by waiting for the towboat which did not turn up until 10am. We could not leave as there was an E wind & fog outside. Plenty of snow & very cold.

18/ Tug came of at 7.30 so had breakfast & got up anchor at 11.30. She left us with a main top gallant sail set running S E 7 knots

20/ Wind a little lighter so set more sail. At 5.30 sighted a steamer SE BY E.

21/ E by E Set everything weather getting warmer every day.

22/ (by the wind) More wind took in kites. Later on took in top gallant sails.

23/ E by N ½ N Took in more sail. Carried away Main U T Brace.

24/ E by S fine weather squally during night, thunder and lightening.

25/ Set all sail E by S

26/ Fine weather and warm so we turn to again ESE

27/ ESE dull dry weather, busy aloft mending sails.

28/ ESE fresh wind took in light sails

March 1st Took in more sail SSE

2. S. Set more sail for fresh breeze

3/ By the winds Squally. Vessel in sight.

4/ S by Wing hauled right aft.

5/ S By W Good NE wind

7/ By the wind Shifting sail.

8/ S Shifting sail and squally

9/ S Light winds and calm

10/ S Shifting sail N wind.

12/ S 1/2 E Busy sail making.

13/ S 1/2 E Passed steamer today.

14/ S 1/2 W Passed another steamer

15/ S 1/2 W Wind unsteady and calms.

Right: An Albatross on board the "Carmanian"



- 16/ S 1/2 W Raining all day.
17 S by W Very hot.
18/ By Wind Head wind three vessels in sight
19/ By Wind Scrapped down aloft. Three vessels still in sight.
21/ By Wind Got doldrums.
22/ S Caught two sharks each 5 feet long.
23/ By Wind Got S.E Trades.
24/ By Wind Good breeze ran past a barque. Crossed the line at 10.30am. Neptune came aboard today and shaved four and afterwards got grog.
26/ By Wind Sighted two vessels homeward bound.
27/ By Wind Sighted a steamer. Squally hauled down flying kites.
29 By Wind Spoke a steamer and blew away main royal.
30/ By Wind Sighted three steamers.
April 1st Caught a young shark 2 feet long
4/ S.S.E 6 1/2 KNOTS
5/ S.S.E 25 S
7/ S.S.E Shortened down. Lightning heavy.
8/ S.E Strong winds 9 knots. Saw the first Albatross
13/ By Wind Good Friday and a rather dull one. Working all day. Longing for Hawera Buns
14/ By Wind Bailing water out of the fore peak all day on account of pump pipe bursting.
15/ (S.) S by E S.S.E . Took in Royals & top gallantsails. Raining.
16/ E.S.E Set sail again.
18/ By Wind 38' S All hands shorten sail
20/ S.E by S good W wind.
21/ S.E by E Bending bad weather sails.
22/ By Wind Under 6 top sails and foresail.
23/ By Wind Blowing a gale & taking over plenty water.
28/ By wind Sighted a ship and a steamer.
30/ S 1/2 E Fair wind.
May 2 S 37' S 16' E
3/ SE W wind 8 knots 24 hours 200 m
4/ E School of blackfish alongside to-day.
5/ E Blew away fore royal.

7/ E 1/2 N 10 knots
 13/ E Blowing a S W gale.
 14/ N by N Fine weather set sail.
 15/ NE by E 69' Squally.
 16/ NE by E Sighted a barque under short sail, we had top galls on.
 17/ By the wind Under lower topsail and foresail.
 18/ By the wind Took in foresail.
 20/ E.S.E Set all sail 5 knots.
 26/ N.N.E 7 knots
 28/ By the wind Carried way to F F G S
 31/ N by E In company with a barque all day.

June 5 By the wind. Got cables up and shackled on to the anchors ready for the straits

7/ N 1/2 W Sighted land today. Wind all over the place heavy thunder storms.

8/ W 1/2 N Had to get one anchor over ready for letting go as we are drifting too close to an island to be comfortable, but she cleared by morning. We could see the cokernut (sic) palms as plain as if we were ashore.

9/ W 1/2 N Close to another island but towards evening we got a breeze which took us up to Java heads.

10/ By the wind. Beating up the straits between Sumatra & some island. Two other ships going up as well & steamboat passed us outward bound.

11/ By the wind Today we are in about the same place, still beating against the wind. There are 6 of us now going up.

12/ By the wind. Still go head wind. Very near drifted on to another island to-day, so got the other anchor over. We are among thickly wooded islands they look very nice after seeing nothing but sea for four months .

13/ By the wind We got a good slant for one watch today but then the wind jumped ahead again. We hope to clear the island of Krakatoa to-night.

14/ By the wind Sighted Anjer light in the evening but did not get abreast of it till midnight when a boat ful of natives came along side to change monkeys & all sorts of fruit & shells for old clothes.

15/ After signalling this morning we left Anjer and made our way out of the straits.

16/ Had a nice fair wind so we made the Banka Straits in the evening, but as it is rather narrow and dotted with islands we brought up in ten fathoms of water to await daylight.

17/ All hands were called this morning at 5 for coffee and before 6 we started to loose sails and get up anchor and were under way by 7.30. By 5.30 pm we started to clew up sail again & were anchored by 6.30 with the Nalgrave astern again.

18/ Same as yesterday only at 11am it fell calm so we had to anchor again as we were drifting ashore.

19/ N by E 3/4 E We got underway early this morning with a nice breeze and got out of the Banka Strait. We have been sailing among the islands all day.

20/ The wind is the same & we have left the fourmaster astern.

21/ N.N.E Barque still astern passed more islands and rocks.

22/ N 1/2 E Saw 3 water snakes.

25/ By the Wind Heat enough to bake a chap. During the night we got a heavy downpour of rain which was very acceptable as it cooled the air a bit and provided water for washing.

27/ N by E 1/2 E Had to take the royals off last night in a squall.

29/ N by E 1/2 E Good stiff breeze.

30/ N 1/2 E Heavy lightening last night and rain all day.

July 1 N by E 1/2 E Sighted two steamers.

2/ (N) N by E 1/2 E A steamboat passed alongside today & we asked to be reported. Her deck was swarming with chinamen.

5/ N by W Passed two vessels.

8/ N by W Sighted a large group of islands and a number of junks at daylight . Expect to get in tomorrow.

9/ At daylight a pilot Sampan came among side and we took a Chinese Pilot on board. His whole family lived on the junk, fowls, pig and all. A few hours later we got a tug also manned by chinamen, and when we got near anchorage we were surrounded by sampans with Chinese washer women. We had to knock of working to laugh at the way they tumbled aboard. The women are dressed the same as the men only there trousers are wider. As soon as we let go the hook the curio dealers came aboard by the dozens. The Captain went ashore in the afternoon & brought off all the letters and glad we were to get them after 141 days passage.

11/ Scrubbing over the side and unbending the sails.

15/ The Mission launch came off this morning to take us to church.

19/ All hands were called a 5 this morning to get up anchor. At 6.30 the tug came off and towed us up close to the oil wharf where we dropped two anchors, then the coolies began discharging into junks.

20/ Starboard watch got liberty today.

24 Got liberty this morning and went ashore after breakfast in a sampan. Saw the sights of Hong Kong and came aboard again about midnight.

29/ The missionary came aboard and held service as nobody was allowed to go ashore.

30/ Put the royal yards down in the tweendecks to-day.

Aug 1900

6/ Finished discharging cargo and started to take in ballast.

8/ Moved down the bay to await orders and take in ballast.

13/ Bent all sails to-day.

14/ Weather overcast Typhoon expected.

20/ Typhoon came today so we had to drop the other anchor. All work in the harbour is stopped.

21/ Winds stronger.

22/ Hove up one anchor today.

24/ New Hands came on board today.

25/ Doctor came and inspected us all so he could give the ship a clean bill of health.

26/ Tug came and took us out at 10am and left us at 2pm with a light head wind bound for Frisco.

28 NE 1/2 Passed several fishing junks . Weather dull and rainy

Sept 3/ By Wind Got a little breeze today. We have had nothing but head winds & calm this last week.

6/ S E by S Sighted Formosa at daylight 26.55' o' N 120'.50.42" E. Took off royals & top gallant sail.

8/ Shortened down to lower topsails. During the night we sighted Formosa light so had to put her on the other tack. Got the end of s Typhoon.

9/ By wind Set all sail again.

11/ Sighted Formosa again. Plenty of sharks and other fish alongside.

13/ Shortened down the lower topsails again.

14/ A Yankee Transport passed close across our bows to-day.

17/ We drifted close to an island inhabited by cannibals today so all hands had to wear ship to clear it.

18/ By wind Caught two dolphins. Among islands all time now.
19/ NE Fine weather fair wind
24/ NE by E Caught 6 Bonita. Squally so kites had to come in.
25/ A white squall struck us to-day so all hands had to look sharp & turn out & shorten her down to two lower topsails. By the time we were finished it was blowing a hard gale.
26/ Set sail again
28/ NE & E 8 knots good stiff breeze carried away flying jib.

Oct 2/ Caught 7 Bonita.

6/ By wind. Shortened down to three lower topsails.
7/ NE All sail set again.
8/ NE by E Good stiff breeze foggy day 8 knots.
14/ By wind took in small sails 30'W. 40W.
29/ NE by N 10 knots 900 miles from Frisco.
30/ ENE 520 Miles off
31/ E By N Sighted steamer.

Nov 1 E 1/2 N Got port anchor over.

3/ E by S Got other anchor over. & sighted land at 10am.
5/ By wind Passed a barque bound N foggy.
9/ By wind Passed a small schooner bound N.
10/ By wind 30 miles
11/ By wind Fine weather light wind. Sighted port at daylight. In the 1st dogwatch a tug came off and brought a pilot and then went back to see if our orders had come. Tack ship every two hours all night. Tug Sea Queen.
12/ Tug Sea King came and took us in in the morning. The doctor came and examined ua and then had a look at the ballast which has put us in quarantine until we have discharged it which will be about three or four weeks. Unbent all sails & got letters.
16/ Sea King towed us up to the quarantine ground today where we have to discharge half our ballast and then get fumigated. It will be as bad as being at sea as there is to be no communication with any body except the doctor under a penalty of \$500.
20/ We are working ballast while the boys are scraping over the side. During the night it blew a gale so we had to let go the other anchor. There was a lot of damage done ashore and in the bay most of the ships dragged their anchors more or less. One Italian barque dragged three miles and when she was nearly ashore her anchor caught in a cable and so she held. We dragged 50 yards.
27/ Finished half the ballast.

Decr 5 Towed along side hulk to-day and started the fumigating.

7/ Finished fumigating & hauled down yellow flag after it flying for 26 days.
8/ Towed down to Frisco.
12/ Towed up to Port Costa to load. In the evening we went up to the mission along three miles of dark railway tracks.
17/ Lind the hold ready for stiffening.

25/ Christmas day. Went up to the mission at 2 o'clock and played football for a couple of hours and then had a tug of war. Carmanian 11 beat a picked 12 from all other ships. Carmanian 6 apprentices beat 6 other from other ships. After that we went down the hill to the mission and played indoor games until 6 o'clock when we went to dinner, a proper banquet. First course 'Turkey then came duff pies, tarts, cakes, nuts, raisens & almonds and all sorts of fruit. Beside each plate was a Bon Bon, which we pulled with our neighbour & before long we had a fancy cap which we wore during the dinner. After it was over a basket was handed around with tickets in it on each ticket was the name of a prize only one ticket had cake on it. A chap off one of the other ship got it. I got a corn-cob pipe. Afterwards we ended up with songs and roasted chestnuts.

28/ Finished loading and towed down the river to Frisco.

29/ Got stores aboard.

31/ New Years eve. At twelve o'clock all the whistles and bells on shore & on the vessels in the bay were blowing & ringing so I turned out and rang our big bell for all it was worth.

Jan 1st 1901

Tug came this morning and towed us out and left us outside with a light head wind & the main royals set. Before dark a cutter came alongside and took off the pilot.

2,3,4 Head winds under topsails.

5/ Strong fair wind.

12 Got N.E trades to-day.

15/ Caught a bonita

18/ Saw the first flying fish today. Lat 16' N.

22 Lost N .E Trades.

24 Caught a 7 foot shark.

29/ Lat 5 N got S.E Trades.

30/ Lat 3 N Pitcairn Islands distant 1800 miles.

Feb 12/ Lat 19 S very hot.

17/ Lat 25 S Long 130 W to leeward of Pitcairn Islands

21/Lost SE Trades.

24/ Strong SW wind.

25/ Good SSE breeze.

26 Lat 38' S. saw first Albatross Mari Saw several whales alongside. Lat 42 S.

28 String N.W to S.W winds.

9/ String W wind high seas & hail squalls.

10 Sighted two homeward bound ships to-day one under main top-gal, other under lower top-gals. We had fore top-gal.

11/ Under fore upper top-sail Lat 51 S Long 97 W.

12/ Running before a strong W wind. At 11 pm while chewing up the fore-gal the wheel arried away. She broached to and all hands were called and we hove her to under three lower topsails.

13/ Fixed up temporary wheel and put her before the wind bad weather expected.

14/ Early this morning a S gale broke Blew away fore lower topsail hove to under Min lower Topsail and for topmast staysail.

15/ Bent another topsail & ran before the wind.

18/ Blew a N W gale hove to under fore & main lower top sail.

19/ Sighted Romeries at 10 am & Cape Horn at 6pm.

Diega-Romeries from S.

20/ Sighted staten land and sailed along the coast all day. At 9 P.M. my lookout sighted three outward bounders.

22/ Foggy all night and this morning but cleared up in the afternoon.
26/ Passed a barque homeward bound.

April 1 had a concert in the cabin.

5/ Good Friday got a holiday but no buns.

6/ Lat 22S. Long 26W.

14/ Sighted a homeward bound barque.

21/ Lat 10.45 S.

27/ Crossed the line this morning light SE wind.

29/ Doldrums.

30/ Got NE trades lost royals in a squall in first watch

May 2 Sighted a steamboat, bound S.E.

3/ Sighted another steamboat

5/ Passed a homeward bound steamboat.

15/ Signalled a Royal Mail steamer

22/ Sighted steamer bound to N.Y. and one bound E. the latter we spoke.

23/ Spoke a North German Lloyd steamer

27/ Strong N.W. wind sighted a small topsail schooner outward bound.

29/ Good W. wind main royal set. 10 knots.

30/ E by N Blowing a ??N gale. Running with top gallant sails set 9 knots. Passed a steamer outward bound in the 2nd dogwatch. Blew away fore top gallantsain in the middle watch.

31/ E ½ N Good SW wind. Unbent fore top gallant sail.

June 2nd E ½ N. Nice W. breeze. 6 knots. 12.0 miles from Lizzards.

June 3rd E by N. Light S ?? wind 4 knots. Sighted a ship this morning and passed a dead cow.

4/ E by N ½ N. Good 5 knot breeze. Plenty ships and steamers in sight. Got tow rope ready and anchors over. Sighted Bishop rock lighthouse at Noon.

- End-

Dave's Diary "rewritten" later in life and expanded on.

(Capt W.F. Bunn) Reg. tonnage 1773, carrying a crew of 26 hands all told.

We left the South West India Dock at noon on 20th Nov 1899, in tow, but the weather was coming over thick and foggy. We brought up and anchored at Gravesend. The fog kept us there for two days. Next day we were roused out at 4 am to heave in the slack chain and after breakfast started towing down channel. The tug cast us off abreast of the Isle of Wight when all sails were set to a light head wind. This continued for two days, and before leaving us in a flat calm, but next day, the 26th, we boarded by a fine fair wind down channel all day doing 12 knots. Next day a light head wind again, but we sighted the Lizards and on the 29th passed Wolf Rock at midnight and so cleared the channel. I expect if anybody reads this they will be wondering where we were bound, which I have omitted to mention. At this time steam was already making cargoes for windjammers hard to obtain, so we were bound for New York in ballast. Being near mid-winter, the usual practice for sail ships going west was to head south to the Azores, to take advantage of the NE trade winds, and cross the Atlantic at the latitude heading north again, up the coast of America. Looking back at my rough Diary, on the 30th we had a strong breeze and clewed up the fore & mizzen top gallant sails, ten days from the SW India docks. Not very good progress so far, on account of head winds, calms and November fog.

Dec 2nd. Under reefed top sails blowing a gale. Next day, still strong wind and squally but set more sail, going course 9 knots.

Dec 4th S.W. gale hove to under lower top-sails and fore topmast stay sail. Next day fine weather to set sail again.

Dec 7th At noon we sighted Fayal on the Port Beam and next day with a good stiff breeze, at 4pm we passed another of the Azores, or Western Isles as they were usually called in those days.

Dec 9th Wind increased so we took in all the light sails, and next day, still increased to a heavy gale with plenty of rain so caught some extra water and we were all able to do a bit of washing. Catching up rain water was the only chance to wash clothes as the allowance of fresh water was three quarts per day per man, and the cook got most of that for tea, coffee and other cooking.

Dec 12th. Wind moderated so set all sail. Course W. 8 knots

16th Head winds steering full and bys.

17th Wind hauled aft. 13 knots.

18th Wind eased up a bit, 10 knots.

21st Glass dropping, every appearance of dirty weather, so took in all light sails.

22nd Still blowing hard, rolling along at 6 ½ knots. Early this morning the truss of the main top-gallant yard carried away, and left the yard swinging in the lofts to every roll of the ship.

It was a risky job securing the yard and lashing it to the mast, but was managed at last and the sail unbent, as it could not be used again. At noon we spotted a Danish barque hove-to on our Starboard bow, but as we were running with a fair wind, we were soon out of sight.

23rd Under short sail. Sighted a steamer bound East and at midnight saw the lights of another bound North.

25th **Christmas Day** and Duff for dinner, fine weather with a good fair wind, under all sail. Sighted a barque, and an hour later another, both homeward bound. We are getting among the shipping now. By evening shortened sail again as the fair wind freshened to a moderate gale. The next three days we were kept busy setting and shortening sail, as the weather was very squally and the wind all around the compass.

30th Getting well North again, very cold and snow.

Jan 1st 1900.

Took in the fore-sail and then were issued with a rum ration for the New Year. Passed a steamer & three masted Yankee schooner, and got anchors and tow rope ready for use. But by night we had a NW gale and snow which kept us from making port for the next five days. Plenty of shipping about now, heading for, and leaving New York.

6th Sighted land and picked up Sandy Hook lighthouse, and shortened sails as we did not want to get too close in until daylight. Next day delayed with light wind but on the 8th two tugs came along and took us in tow. They got 300 dollars for the job. During the afternoon we passed the signal station and at 10.30 pm, dropped anchor at the Quarantine anchorage and set anchor watch. Very cold with ice on the deck.

9th Port Doctor came aboard this morning and passed us and towed up the Hudson, passing the Statue of Liberty to Weehawken to discharge our ballast.

Feb 2nd We left Weehawken after discharging our ballast and taken in 100 tons of rock and 500 cases of oil for stiffening. Where we were laying out of the river current the ice had formed solid around the ships, so the tug had to butt in along side to break it up before taking us in tow for the Standard Oil Works at Constable Hook where we were to load. While loading here no fires were allowed on board so all the cooking had to be done in a big cookhouse about 100 yards from the ships. By the time food was carried to the ship it was about cold.

We had a good look through the Standard Oil Works while loading here, and saw everything there was to be seen. From the finished case oil to the ships side, it travelled through a covered-in tunnel on a conveyor belt for about 150 yards. There was another square rigger loading on the wharf at the same time as were.

14th Feb Finished loading our 85,000 cases of kerosene and towed out to anchorage to await a fair wind, and some extra hands in place of those the Boarding House pimps had induced to leave, by promising them better jobs.

16th Bent more sail and in the afternoon the new hands came aboard by tug.

17th All hands roused at 6.15 and after coffee stood by waiting for the tug which did not turn up till 10 a.m. An easterly wind was coming up with fog outside, we could not get away. There was also plenty of snow and very cold. However, next morning our tug came off at 7.30 a.m. so we had breakfast and got up the anchor. At 10.30 she left us outside with main top-sail set running SE at 7 knots.

20th Wind eased a little so set all light canvas. At 5.50 sighted a steamer SE by E.

21st All sail set, weather getting warmer every day.

23rd Main Upper Topsail brace carried away, up aloft reefing off a new one, variable winds and warmer weather to the end of the month

March 1st

Nice north breeze, expect it is the start of the NE Tradewinds.

2nd We have got the trades but not very strong, and so quiet sailing with the usual setting and taking in sail, sighting a few ships and steam boats until the 18th when we lost our good breeze and what wind there was, jumped ahead. The next four days, dead calm and proper Doldrums weather.

22nd March Still in the Doldrums, a few sharks cruising around so the old man brought his shark hook out, and baiting up with a lump of salt pork, and he soon had a small one about five feet hooked and then our job was to haul him up and haul it aboard by one of the boat divots. Not long after another one a little bigger was hooked so the old man was very pleased with himself.

23rd Picked up S.E. trades North on the Line which we crossed next day, and as there were four first voyagers, the ceremony of Father Neptune coming aboard was carried out. Preparations for this had been made several days previous, so all was ready. The four new chums were duly initiated and the ceremony ended with an issue of rum for all hands.

26th Sighted two ships homeward-bound and as we are now in the shipping lane the next four days we passed several steamers.

April 5th After a good run with the SE trades to 25 degrees South ran right into a good fair wind and heading on course S.SE.

8th Wind increased and took on light sails, saw first Albatross today.

13th April. Good Friday, also Black Friday. No Hot Cross buns. Ran out of our good wind and kept busy all day trimming sails to light breezes from all round the compass.

Next day (*14 April 1900 – Dave's 19th birthday*) discovered the fore peak was half full of water as the pump had sprung a leak, so were kept busy bailing water for hours to get to the leak so it could be repaired.

The next three days kept busy taking in and setting the light sails, until the 18th at 38 S Latitude, got a good West wind and by 23rd the wind jumped to the South and blew a gale, under topsails & foresail and shipping a lot of water, sighted a ship and steamer.

May 2nd Fair wind again. Lat 37 South. Long 16 E and nearly around the Cape. (Cape Horn) Nice breeze, ran 200 miles in last 24 hours.

15th May. Good run last two weeks found us 69 E Long and starting to make northing course NE. Sighted a barque today.

19th Head wind, blowing a gale under three lower top-sails.

20th Wind eased today so set all sails, still head wind, and we are getting too far to the East. Head wind continued for another six days, when the Fore top gallant sail blew out in a squall so had to send another one aloft.

13th Wind hauled around a little heading N by E. In company with a barque all day on the same course.

June 5th Getting near land so got cable up and shackled to anchors ready for the Sundra Straits.

7th Sighted land, squally with thunder storms. Next day almost a calm, one anchor ready to let go as we were drifting very closed to an island and could see coconut palms very clear. By morning we had cleared the land with a light breeze which took us up to Java head so and entered the strait. Two other ships heading up with us, and passed a steamer outward bound. For the next three days we had light head winds and calms. There are six ships heading up the Straits now and we are among several heavily wooded islands which look very nice after seeing nothing but the sea for four months.

13th Fair wind today for one watch and then the wind jumped ahead again, but hope to clear Krakatoa tonight. Krakatoa is the volcano that blew up with such disastrous results some years ago but it is quiet now although it has not grown any vegetation since.

14th Sighted Anyer light in the evening, but did not get abreast of it until midnight when a boatful of natives with bananas, shells and other fruits, also a couple of monkeys. They would not accept any money but wanted old clothes. For an old shirt or a pair of pants we got a bunch of bananas weighing about 40 lbs. They were on the stalk and just turning yellow. So nearly everybody had a bunch hanging in the rigging to ripen. After signalling in the morning we left Anyer and made our way out of the Straits.

After two days of light head winds, a nice breeze carried us up to the Banka Straits where we anchored at dusk. (As Banka Strait is narrow in places and has many shallow patches, sailing ships passing through always anchored at night while making the passage.) This part of the ocean seems to be the home of sea snakes as when the water was oily smooth many of them could be seen swimming on the surface.

June 17th Turned out at 5 a.m. and started to heave up anchor, set sail and were under way by 6.30 with the ship "Palgrave" astern.

18th The same thing over again, but at 11 am the breeze died away and had to drop anchor as the tide was carrying us in shore.

19th Got underway early this morning with a nice breeze and got out in the strait. Been sailing among islands all day.

20th Breeze still with us and the four master still astern.

25th Very hot, but at night got a heavy downpour which cooled it off for a bit and we caught tubs of fresh water so we could have a washing day.

27th Had to take the Royals off tonight in a squall. Taking in the Royals is always a boy's job so up we had to go. The Mizzen Royal was a job for one and two to the Fore and Main which are bigger sails.

29th Northerlies E NE. Good breeze about 720 miles from Hong Kong at noon today.

30th Heavy lightning last night and rain all day.

July 1st In the steamer track now, sighted two today.

2nd Steamer passed close today and we asked to be reported. Her rail was lined with Chinamen.

8th A lot of shipping about now and passed several Junks. Expect to get in tomorrow.

9th Before daylight we heard a rooster crowing and one of the old hands said there is a Sampan not far away. Shortly after it came in sight and proved to be the Pilot, who came on board, with his own helmsman. The Pilot had his whole family on board as the boat was their home and the family was not too small. Also their fowls and a pig. About mid-day we picked up a tug, also manned by a full Chinese crew, and a couple of hours later dropped the anchor inside Hong Kong. As soon as this happened there was a rush of washer women and curio dealers on board and some of the Sampans were real travelling shops where you could buy anything you wanted. The Captain then went ashore and later brought off the letters and we were very glad to get them after 141 days from New York. The next few days we were busy unbending sail and scrubbing and painting over the side,

15th The steam launch from the Seaman's Mission came off to take us to Church. Some went there and others went around having a look at the City but got back in time to catch the launch for the return to the ship.

19th 10 days here and at last we were going to discharge our cargo. All hands were called at daylight to heave up anchor and a tug towed us nearer to the City where the Coolies began discharging into Junks that tied up alongside. There were about 150 Chinamen working two hatches. They carried a case of kerosene each on their shoulders and there was a string of them going and coming at all times. Two men lifted a case on to their shoulders and away they went in a continuous stream. As they worked lower down the cases were left like a staircase until they worked right down to the floor. Some of the junks took five to six thousand cases.

A lot of it went up the river to Canton, some to other parts and a lot to stores ashore. There were no wharves here, only for mail steamers.

20th Starboard Watch got a days liberty.

24th Port Watch liberty day so we went ashore after breakfast in a sampan and did the City in rickshaws and returned onboard at midnight.

29th Missionary came aboard today and held a service as nobody was allowed ashore.

30th Stowed and lashed the three Royal yards below in the tweendecks as we were bound for Frisco in ballast.

August 6th Finished discharging cargo and started taking ballast.

8th Towed down the Bay and finished ballast and bent all sail, getting ready for sea.

14th Ready for sea but weather overcast and bad weather reported so held up as we want fair wind to get well clear of the land

19th Report of a typhoon approaching.

20th Typhoon reported close. Dozens of Sampans and smaller Junks making for better shelter. The harbour looks deserted except for deep water ships. Dropped the second anchor and paid out more cable. All work in the harbour is stopped. Blowing a gale.

21st Typhoon proper this morning. It is impossible to move about the deck without something to hold on to and pull yourself along and keep your mouth shut against the wind.

22nd Calm again, wind all gone. Hove up one anchor and shortened up other cable.

24th Several new hands came on board today to replace some that had jumped ship.

25th Doctor came aboard today and the ship got a clean bill of health.

26th Tug came at 10 a.m. and took us out and left us at 2 p.m. with a light head wind bound for Frisco.

28th Passed several fishing junks, still dull weather and raining.

Sept 3rd A light wind today. We have had nothing but head winds and calms all this week.

6th Several Junks and Steamers in sight.

7th Sighted Formosa at daylight. Wind stronger. Took in stop gallant sails.

8th Shortened down to lower topsails and foresail. Sighted Formosa light during, so about ship on the other tack, blowing hard.

9th Set all sail again.

11th Head wind, sighted Formosa again. Plenty of sharks and other fish around.

13th Shortened down the topsails again. Yankee transport passed across our bows.

17th Light breeze, close to an island and not going to clear, so at eight bells all hands amid ships. Caught two dolphins and sailing among islands all day.

19th Fine weather and a fair wind.

24th NE by E. Caught six Bonita. Squally so up aloft and took in light sails.

September 25th 1900. A White squall struck us today. The mate said the glass was dropping fast. All hands had to turn out and shorten down to lower topsails. By the time we were snuggled down it was blowing a gale.

26th Set sails again.

28th On course NE by E. Good breeze. 8 knots.

In the back page of Dave's diary he has written, this voyage 35,492 miles

-Dave's Later Diary Ends Here-