

Diary of Robert Toshach 1886 , age 16

Died of 'consumption' age 23, Professor of music in South Island, NZ

Diary of my voyage from Scotland to Australia in the Clipper ship "Loch Sloy" 1200 Tons reg. John McLean, Commander

24th July 1886

Left Greenock at 2:30 by p.s. Flying Fox and after twenty minutes fast sailing on a rough sea we boarded our ship "Loch Sloy" at 2:50 p.m.

Description of Vessel

The "Sloy" is a fine vessel built for passenger and cargo trade with the Australian colonies. She is a fine vessel of 1200 tons rig and is painted black and white "man-of-war" style. The arrangement of the vessel is as follows. Salon passengers have their abode at the stern. The salon is built of American maplewood and mahogany in panels, and is lit by stained glass windows on the poop & five ports astern. The centre window panes bear the arms of the City of Glasgow & Australia. The chairs & couches are upholstered in crimson plush and the carpets are crimson brussels, with the company's name & colours thereon. The state rooms are on each side of the saloon with bathrooms at the stern. Under the saloon are the store rooms where the provisioners (& rates) are kept. The first for comfort, the second for discomfort of passengers. Further along deck are the rooms of first and second officers also the mess-room for the middies (four in number). Next comes the companion leading to the intermediate passengers cells. Their state rooms are built in the hold after the manner of loose boxes only about half the size & the births are like unplanned book-shelves only wider. Rats also travel intermediate & look larger & healthier than their friends in the saloon. The second cabin is right amidships & very comfortably fitted up (I have my quarters here). Rats do not travel second cabin as we have no storeroom, our provisions being kept in the saloon. We have two stewards for twelve passengers so expect to be very comfortable. I must now go on with my diary leaving a description of the passengers until we have seen more of each other.

24 July continued. At 8:30 Broctechie (missionary to seamen) held a short service on board & left in his yacht at 5:5 pm taking our lettres ashore. At 6 pm the bell rang out for dinner all the passengers in our cabin being gathered we began, the seasick already. At 6-50 the steam tug "Hercules" (which is weighted 7-45 going along. 8 pm tea. Few passengers troubled with tea so soon after dinner & remained to have a last look at "Bonnie Scotland". 8-15 Beautiful sunset. Retired for the night. Alls well.

Sabbath July 25th. Had coffee in state room at 7 am. Rose at 7-50 feeling much refreshed after last nights rest. Already one can hear those well-known cries of Steward=Steno - & from those poor martyrs to sea-sickness. Got on deck at 8 am "Hercules" is still in the traces (we expect to change horses at noon today giving up steam for sail. - 8-10 Breakfast five passengers short at this meal. We are now in the Mull of Cantire. The Captain has ordered sails to be set. 11.30 we can now see the Isle of Man. Stayed on deck until dinner. Most of the passengers are busy letter writing as the tug leaves in half an hour. The mails are now aboard and after three ringing cheers the "Hercules" leaves us. It is now almost impossible to believe we are moving, the wind, however is steadily rising and before morning we will be bowling along at eight or ten knots an hour. Father (who is chaplain) conducted service. Lasted 40 minutes & nearly all passengers were present. We are running about 7 knots. After an hours walk on deck I retired at 10 pm.

Monday 26th. Off the coast of Wales. Raining today so had to remain in our cabin. Captain expects a gale tonight but I will say no more about it till it comes. 4.30 Rough cross sea. Passengers are beginning to retire. I went on deck with Mr. Watt of whom I will write more afterwards. Retired about 9.45. Alls well as yet. Run 52.

Tuesday 27. Motion rather strong. Fiddles (i.e. bars of wood placed across the table to keep things in position) in use. Only three passengers out of fourteen appeared at breakfast. Raining again cannot go on deck. Run 236 miles Lat 0°50' 04" N Long 8,59 West.

Wednesday 28th. Sea not so rough. fiddles still in use. Three passengers very sick still. We expect to enter the Bay of Biscay today so we may expect rough weather until that is past. Two homeward bound ships passed today but were too far away to signal. A dozen porpoises were seen close to the ship & caused considerable amusement amongst the children (large & small) on board. Run 91 miles. Lat 48-58 Long 10-34 West.

Thursday 29. With a fair wind last night we have got safely through the Bay of Biscay. The sea is now very calm and fiddles are not required. 10-30 pm Terrible white squall came on. All hands ordered

on deck. The sea is mountains high and beautifully \_\_\_\_\_. About 11.30 our jib boom was carried away & as sailors cannot reef the sails we are going about 16 knots. The ladies are in a great state fully believing all is over. At 8-30 am our worthy skipper came into our cabin & assured us we were now out of danger. One of the sailors said "If the squall had lasted an hour longer we would all have gone to the bottom like rats in a box." Run 80 miles Lat 47-57 Long 11-89 W.

Friday 30. Calm morning after the squall but still considerable swell on. Fiddles again in requisition this morning. The carpenter & two steerage passengers are preparing to make a new jib-boom. A barque was seen last night during the squall & our captain believes she has foundered. Porpoises seen again but not so close to the ship. Beautiful sunset. We expect some fine weather now. Run 58 miles Lat 46-58 N. Long 12-19 West.

Saturday 31. Calm, beautiful morning. No fiddles. all passengers are now able to appear at table. Passed another ship, too far off for signalling. She was outward bound but steering a different course from us. Run 154 Lat 41-56. Long 12-55 W.

Sabbath August 1st. Bright sunshine. Today we signalled a ship, the "South Australia" from London to Melbourne. We ran beside each other all day & about 6.30 pm we could plainly see the people on her decks. Captain McLean was very anxious to keep ahead of her, and set all sail, but she passed us about 7-15 pm. Our captain declares she would not have won if we had had our boom. Service morning & evening well attended. Run 154 Lat 41-50 N. Long 12-55 West.

Monday 2nd. Almost at a standstill. The sea is as smooth as a mill pond so our record will not be great today. The weather is warm & bright, one can lie about anywhere. A Committee is to be formed at 6.30 pm to arrange two weekly concerts and kindred amusements during the voyage. 6.30 Committee met & after much talk it was agreed that the sailors of the clipper Ship "Loch Sloy" give a deck concert tomorrow evening (weather permitting) at 7.30 to be opened by Overture on Bag-pipes. Played a game of Quoits today. My side won. I made two & my partner ten. The first officer (Mr. Leahman) & Captain erected a swing for the children today, and at time of writing 7-45 the ages of children using swing range from 20 to 35 years (poor little dears) Run 138 miles Lat 39.43 N. Long 14-04 W.

Tuesday 3rd. Hardly any wind. Weather very warm. Had to wear flannels. Played a game of Quoits, my side did not win. Run 123 Lat 38-09 Long 15-30 West.

Wednesday 4th. Got on deck at 7 am saw two ships, one outward & the other homeward bound. About noon the outward bound came within signalling distance. Her name was "Decapolis" from London to Philippian Islands eight days out from Start Point. Today we are in the region of N.E. trade winds and we are going along splendidly. 8 pm Concert great success, sailors sang very well, songs nautical of course. We expect to sight Madura tomorrow. run 103 Lat 36.31 N. Long 16-20 West.

Thursday 5th. Rough sea but steady wind. The "boom" is finished & is to be put up today or tomorrow. 2-50 sighted Madiera, we were six miles distant, but it looked much nearer the weather was so clear. Run 197 Lat 33.26 N. Long 17.35 W.

Friday 6th. Fixed boom. We shall now be able to use our stay sails. Mr. Lehman 1st officer, is anxious to make a fast passage. The concert & amusement Committee met at noon, to fix a date for a select concert to be held in 1st saloon. committee could not agree so no definite arrangement was come to. Sun heat has been very strong today so we have loafed about in the shade. The Captain says the heat is nothing to what it will be in a fortnight when we will be in the Tropics. There has been very little doing today & we are inclined to feel tired. Today I began my diary in "Brailles System" for the Stirling C.L. Shire BALL. Lat 30-47 Long 18.47 Run 170.

Saturday 7th Splendid wind. We are going along thirteen knots an hour. Saw a shoal of "flying Fish". Some people supposed these fish fly, that is not so, they only jump out of the water when persued by some larger fish, & rushing against the wind for some time their sings keeps them in mid air until they are some distance from their enemies. lat 0.28 Long 20-15.

Sunday 8th. Morning service at 11-15 (in saloon) Very warm today we expect to cross the Tropic of Cancer. Saw several shoals of Flying Fish in the afternoon . 6.15 pm. Signalled ship three miles distant & found her to be the "Decapolis" whom we had signalled four days previously. 6.45 Evening Service. Beautiful moon. Light night, stayed on deck until 10.15 pm. Run 174 Lat 26.27 Long 22. 02.

Monday 9th. Crossed the Tropic of Cancer at noon. Heat not so great as sometimes. Caught a Flying Fish this morning. I have preserved the wings. Had a concert on the forecastle this evening where songs were sung by Misses Reid & Hall & Messrs. Baxter Phinn & self. 9-15 Caught another flying fish which I mean to preserve. Lat 25-50 Long 25-48 W.

Tuesday. Very warm. Caught two more flying fish. Lat 21-37 Long 25.32 Run 166.

Wednesday 11th. Had flying fish at breakfast this morning. They tasted sweet & nice & reminded one very much of Scotch burn trout. Today has been very hot. The sun sets very quickly now & there is no twilight. Lat 19.41. Long 226.58 Run 141.

Thursday 12th. The weather is now so oppressively warm that we are glad to lie about anywhere in the shade. The Captain held a service for the sailors this evening at 7.30 pm. Father conducted service in the 2nd cabin which was crowded to overflowing. Today the Captain had a large canvas bath & bath house fitted up on deck. It is much larger than the bath in the saloon, so I expect it will be well patronized. Lat 19.55. Long 22.23 Run 132.

Friday 13th. Fishing for dolphins. Caught none. Lat 15.58. Long 29.43. Run 140

Saturday 14th. Very stormy. Our ship has the appearance of a toy ship running between two huge glass walls. The motion is very great. Most of the passengers are sick. About noon the weather grew calmer, but the sea is still very high. We are running entirely out of our course & drifting toward the African coast. 8.30 pm Captain says the storm we had today is quite unexpected in the latitudes. Lat 12.40 Long 30.11. Run 201.

Sabbath 15th. Beautiful day. We are still several points out of our course. The weather is however, calm & we trust to have favourable winds shortly. Father held service morning & evening but as most of the passengers are sick the attendance was small. Lat 12.16 Long 28.13 Run 123.

Monday 16th. The weather & sea are beautifully calm, so we are again feeling the heat very much. Played a game of Quoits. I lost. In the evening we saw a great many porpoises just under the bows, they were very large, & seemed very happy. They leapt about for about a quarter of an hour, then went away.. Lat 11.20 Long 28.35. Run 54.

Tuesday 17. Saw two ships one outward & one homeward bound. They were too far distant for signalling. Very wet morning confined to our state rooms all forenoon. Signalled one ship in the afternoon, the "Rye-gate" from London. Lat 9.28 Long 29-46 Run 124.

Wednesday 18th. Fair wind. Warm & cloudy. Evening find Lat 7.58 Long 25-57 Run 139.

Thursday 19th. Clear day. Passing clouds. Fair wind. Saw two ships. IN the evening Father held service in the saloon for passengers & crew. Miss Hall presided at the piano. Very dark nights, cloudy & threatening. Lat 5.37 Long 23.52 Run 173.

Friday 20th. Clear day. Fair wind. Tonight I saw the "Southern Cross". The heat was not so great today, there being a nice breeze blowing. We expect to cross the line on Monday. Lat 5.09 Long 20.54 run 178.

Saturday 21. Saw a large whale spouting about half a mile from the ship. A ship passed us on our Starboard Bow this evening at 5:30 pm. We hoisted the ensign but received no reply. Dark cloudy evening. Lat 4.18 Long 13.35 Run 150.

Sabbath 22. Service at 10-30. I presided at the piano the first time since coming aboard. Miss Hall & I are going to play alternately morning & evening in future. This will be a little variety and will give me something to do. Today we have been in the warmest part of the tropics but fortunately the heat was not very great. Lat 3.45 Long 15.55 Run 167

Monday 23rd. Saw a number of porpoises Lat 1.44 Long 18.38 Run 203.

Tuesday 24th. Crossed the line at 7 am. Sports are not allowed on the "Loch" lines owing to a gentleman who came home the voyage before last & who had to be dipped in Father Neptunes bath, as he would not pay the 2/6 price. On arrival at Glasgow he sued the Company & received L200 damages. In case of a repetition of this incident the Company allow no rough sports, and all the crew get a dinner very much superiour to ordinary fare in lieu of coin paid by passengers who wished to avoid the shaving saloon of Neptune & his employees. In the evening we signalled a ship but owing to the strong light from the setting sun we were unable to make out the colour of her flags. So she sailed past leaving us in blissful ignorance of her name & destination. Lat 00.16 South Long 21.11 West Run 195 knots.

Wednesday 25th. Running a new tack today by which the Captain expects to cut a corner & trim 1000 miles (This I hope he will manage) Today has been very tiresome. The sea being heavy and the deck always wet. Lat 2.52 S. Long 22. 59 W Run 181.

Thursday 26. Sea still rough, but as we are going along at a grand pace one does not mind the wet decks. The Captain is in great spirits as he has got the winds he was counting on. Service in Saloon at 6.45 well attended. Lat 5.46 Long 24.000 Run 193 knots.

Friday 27. Sea very rough. Mrs. Stevenson (steerage) while walking on deck was knocked against the officer's deck-house by a large wave & had two ribs broken. Although the sea was rough the weather was beautifully fine & most of the passengers were on deck at the time of the accident. Very little sympathy was felt for Mrs. Stevenson as she is a lazy woman who sits on deck all day reading novels,

has she been walking about instead of lolling in a chair she might have got clear of the wave. Lat 9.09 Long 25.18 West Run 217 knots.

Saturday 28th Practicing for tomorrow's service. Evening very wet. Lat 12.27 South Long 26.34 West Run 210 knots.

Sabbath 29th Morning & evening service well attended. Miss Hall presided at the piano in the morning & self in the evening. Lat 14.06 South Long 29.46 West Run 178 knots.

Monday 30 Signalled a large four masted ship the "Falls of Brewer" homeward bound. The sunset tonight was the most beautiful I have ever witnessed, the various colours being beyond description. The sea is smooth & the wind falling away. Trust we will not be becalmed, as the weather is very hot. Lat 17.27 S. Long 28.57 West Run 103 knots.

Tuesday 31 "Falls of Brewer" still in sight, also another outward bound vessel too far distant to signal. About noon the wind which had been fairly good all morning died away, and at 2 o'clock we were becalmed. About 2.30 there were several dark clouds about the horizon & by 3 pm a strong gale struck us & made the ship roll about in a most unpleasant way. Then the rain began to pour & continued until tea time. At 7.30 all was quiet again & we were able to move about for a little. Lat 19-08 Long 29-11 W. Run 103 knots.

Having now been on board the "Loch Sloy" for five weeks, I will describe a few of our fellow passengers. Saloon Ms. Hall a very nice elderly person is a passenger for Melbourne to visit her son. Miss Hall, daughter of the above, is a young lady full of life, a good pianist, but not much of a singer. She is a great friend to all the passengers & is greatly liked as she seems to have an unlimited supply of confections which she gives away very liberally. The third officer has a great regard for this young lady, & most of the passengers fancy she looks on him in a better light than a ship's officer. Mr. Donaldson is an Adelaide merchant's son who has just finished his education and is returning home. He is one of the best fellows on board, & is a great favourite. Mr. Stevenson is a young man suffering from consumption, & is trying a voyage for the sake of his health. He is indeed very delicate & I am afraid too weak to live out the voyage. He is a very nice fellow but owing to his illness mixes very little with his fellow passengers -- Second Saloon. Following the good old rule "Ladies first" I shall begin with the "Three Old Maids of Lea", Misses Reid (3) are very nice kindly ladies who are bound for Melbourne, to make their fortunes. They caused great amusement by smuggling a cat on board (an ugly old brown & white animal) it has however been of great use in keeping the rats in the saloon at bay. The eldest Miss Reid is a tall angular person anything but good-looking, & she has got an idea that she is absolute monarch of our cabin. The stewards are very much afraid of her, the passengers are also glad to leave her to herself. She is never-the-less a very fine person & keeps our abode in perfect order. Miss Jenny Reid is one of the plainest looking, kindest hearted woman I have ever met. Always ready to help anybody. Her style is very different to her sister, she is short & stout, and is always looking after somebody's "bairns". -- Miss Harriet Reid is the juvenile member of the family, and, is considered (by some) good-looking. Miss Reid keeps a very watchful eye on Miss Harry as she fancies all the young men on the ship are making love to her. Miss H. managed a flirt occasionally with the second made when her sister has her after dinner nap. Miss Craigie is a young lady under Miss Reid's care (they have the same stateroom). She is the most greedy young woman I have ever met, always getting some nice thing or other from the steward, & never offering shares with others. She (of course) is not popular. -- Mr. James Watt is a gentleman who stands 6 feet-2 inches in his stocking soles. He is well-built in proportion & is fairly good-looking. He has travelled a great deal especially in Natal: Cape-town, & has a weakness to referring to his passages in the "Cape Mail Boats". As a gentleman he is all one could wish & as a companion he is simply perfection. The great & wonderful part of his history is the number of charming young ladies he has met, many of whom he thought a great deal of & yet he has never managed to get a wife, & the best of it is he wants one and cannot find the right individual. He told me he meant to settle the matter on the voyage home. Mr. Watt is one of the most regular attenders at divine service, & lends great help in singing. He has not a very sweet voice, & his head register is really awful, he can't sing two notes without cracking - Donaldson says Watt's style when he sings reminds him of a pelican yawning - I have never noticed the resemblance so cannot say - Watt's one failing is his liking for "Mountain Dew" & as he has a small private supply in his cabin, there are sometimes some very gay evenings in that quarter. Mr. Watt is a favourite with all from the Captain to "Jenny Ducks", and I am not surprised as I consider him one of the best fellows I have ever met. Having now finished the list of passengers in this part of the ship, we will now turn to the people who live below decks i.e. the Steerage, or, as the Shipping Co. call it the "INTERMEDIATE".

Mr. & Mrs. Stevenson are a couple of grumbling people who are trying to make people believe they are travelling third because their people made some mistake with the agents. Mrs. S. lies about the deck reading novels & poor Mr. S. has to carry around the son & heir, a child just at the grand age for keeping his parents lively (the fault is he helps to cheer us). He always wants to walk when the decks are wet and slippery & does not want to walk when his parents wish a rest. What dear little pets some children are, & what horrid little wretches others are. The Stevensons are the dirtiest, laziest-most disconstituted lot on board the "Loch Sloy". The next on the list is Mr. & Mrs. McKay a decent quiet interesting old couple who are always working at something or other. They are on their way to join their son in Melbourne. Mrs. Woodley & two children come next. Mrs. W is a delicate looking young woman with a sad expression of countenance & sort of wailing voice that makes me sad whenever I hear it. She is under the care of her brother Mr. Woodward, a medical student who does not mix much with the passengers as he is always studying. They on the whole are a very good set of passengers, pleasant when spoken to & very friendly, but awfully quiet! Mr. McPherson, Scotsman well known all over the ship for the fine Havana cigars he smokes & never gives to anybody. He is going to N.S. Wales to make his fortune -- and he will do it, too. Mr. Softly is not a delicate young man, as one might suppose from his name, but a strong hardy fellow always willing to pull a rope or run a capstan. Mr. Cunningham, a young man of peculiar appearance, who inclines to keep his own company. As I have only spoken to him once or twice I cannot tell much about him. Messrs. Kenneth & George Finn Clergyman's sons (gentlemen by birth & education) (as the books say) are two of the cleverest happy-go-lucky neer do wells fellows I ever met. Kenneth the elder is an MA of Edinburgh University but is on the way to ruin his memory by the constant use of liquor. When sober he is a very pleasant fellow & talks beautifully but when he gets drunk the demon gets the upper hand with him, and the true character concealed by fine language and good manners comes to the front. George is the "Ladies Pet" but I am afraid he is almost as bad as his brother. People say they're bound for Australia to make a fresh start & "leave the drink alone". What a mistake unless some good fellow gets a catch of them when they reach the "promised land", & looks after them, they will end their days in some public house. Mr. Forgie is one of the songsters of the ship, & if the night is anyway quiet & few people about he is always ready to "favour the company". He possesses a good voice & is not inclined to bounce. He is a great help in the concert-giving line & is always willing & ready. Miss Mary Aird is a very stout young woman & does not seem to do much in helping to make herself agreeable to her fellow passengers although she does an occasional "spoon" with the second officer. Last but not least amusing is "Biddy" a little Irish girl who is going out to an Aunt in Melbourne. It is very amusing to hear her talk of her fellow passengers, & the way they behave. She does not like the young men on board as they always make fun of her. She is, however, sometimes too smart for them, & never loses a chance of giving measure for measure when she can.

Wednesday 1st. Sept. 1886. Today we say the Isles of "Trustran da Cincha"? about 13 miles distant. The weather is very rough at times one would imagine the ship was going through a valley with hills of glass on either side. Evening very rough, life ropes in use, plenty of water coming aboard. Lat 20.35 S. Long 29.52 W. Run 95 knots.

Thursday 2nd. Still stormy. Cannot get on deck. No service tonight owing to the weather. This has been a most tiresome day. Little to do & not able to get along to the cabin. I am able, however, to get a good many pages added to my journal for the blind of Scotland. I expect there will be plenty mistakes in it but seeing it is my first attempt people will excuse me. Lat 22.42 South Long 30.37 West. 133 Knots.

Friday 3rd. A little smoother. Waves still coming over. As Willie & David were walking along from our cabin to the saloon a large wave came over the port side & washed them off their feet then carried them across the ship in the scuppers, if the large ports had been open they might have been both drowned. The sailmaker went after them and carried them to the cabin. Willie was awfully frightened but beyond a ducking was none the worse. Life ropes still in use. Lat 25.43 South Long 31.07 West Run 184 knots.

Saturday 4th. Fine day. Much calmer. Passengers are more numerous on deck. Some of them look as if the sea had been at its old tricks again making them seasick. I am awfully sorry for the poor souls who get sick with every little storm. Practicing hymns for tomorrow's service. Catching (beg pardon I mean trying to catch) cape Pidgeons. They are very pretty little creatures & I think it is a great shame to kill them. The sailor at the wheel says we will have a storm for our cruelty. Lat 27-30 S. Long 31-31 West Run 216 knots.

Sabbath 5th. Rough again. Morning service poorly attended as a sharp squall came on just as the bells were being rung. Crowded saloon in the evening, grand service selected lively hymns which all could

sing & sing they did. Sailors believe in quantity not quality. After service we had more singing in the second cabin as the night was cold we did not feel inclined to walk the decks. Lat 31-15 Ln 22-35 W Run 185 knots.

Monday 6th Very rough. Seas washing right over the ship. As we did not know what to do we got the ladies to interview the cook & see if he would make us some fancy bread as we wanted to give a party to the saloon passengers. He agreed so we started (under great difficulties) to set out the spread. One had no sooner got things in order when the ship gave a roll and there was a general stampede of plates, cups saucers, etc. across the table. At 3 pm our guests arrived & we entertained them in a right royal manner for three hours. There was plenty to eat & much more than enough to drink. Do what you could the tea would run faster than you wanted it out of your cups on to your coat, then to your trousers & finally to the floor. Lots of the ladies have not yet learned that one must hold their cups on board ship in a different manner from that adopted on "terra firma" Lat 31.52 S. Long 24.42 W. Run 200 knots.

Tuesday 7 September. Still very rough. Decks very wet so we do not feel inclined to go about much. Played several games of Quartettes in the evening. The rough weather has put a stop to our deck concerts. Hope we will have fine weather soon. Lat 31-10 S. Long 20-43 W. Run 202 knots.

Wednesday 8th. Moderately pleasant day. Donaldson & I were fishing for cape pigeons in the afternoon & caught one. The system of fishing is this -- A hook is fixed to a stout cord & after being baited is thrown overboard. the pigeon spies the piece of pork floating on the water & comes after it. As soon as the pigeon settles on the water the fisher starts to pay out the line so that the bird may have time to swallow the bait. After the bait is swallowed the poor pigeon is pulled aboard & killed. The breast & wings make nice feathers for ladies hats. Lat 31-5 S. Long 17-28 W. Run 166 knots.

Thursday 9th. Today we got the Albatross lines ready, but they would not look at our bait. There were some grand birds amongst them. I hope I will manage to catch one. Donaldson caught two cape pigeons (the air is full of them I wonder where they live) I helped him to skin them. we did not make a very good job of them, in fact, one was almost spoilt. We are going to preserve them with salt. -- Evening service poorly attended. Squally night. The sailors say it is a judgment on us for killing the pigeons. Lat 30-37 S. Long 15.00 West Run 130 knots.

Friday 10th. Fine day. Little wind. If we had many days like this we might expect to reach Melbourne about Christmas. No albatross near. We can see plenty in the distance. Lat 29-54 S. Long 13-40 West Run 78 knots.

Saturday 11th. Captain says we are running our proper course. this morning, for two days we have been off it. The wind is stronger than yesterday & we are making fair progress. Lat 29.14 S. Long 10. 51 W. Run 148 knots.

Sabbath 12th. Fine day, forenoon & evening services well attended. Today is a dead calm, the sea is as smooth as glass, the smoothest we have had since leaving "Bonnie Scotland". The sunset tonight was beautiful sinking behind the horizon in a cloudless sky. The reflection across the waters was painfully bright, the sea looked like a mass of burnished gold, & the sky looked like an immense opal with its varied soft colourings changing & darkening as the Ring of day sunk to illuminate other lands. Captain is in a great way, the ship lies in the sea as a log in a millpond on a fine summer day. He has lost all hope of making a short passage. The sailors are squaring the gards in the hope of a fair wind. Lat 27.50 S. Long 9. 55 We. Run 63 knots.

Monday 13th. The wind strengthened during the night and we are now going along at a fair pace. Did not last long, however, in the afternoon there was not a bulge in the canvas. Lat 30.50 S. Long 9. 25 W. Run 65 knots.

Tuesday 14th. Hurrah! Strong winds at last. Can't get on deck as the waves are coming over. Everything very wet. Proposed to set up a concert & supper in our cabin. Great success. Everyone enjoyed it. Winds still strong. Going it. Lat 34.19 S. Long 7.23 W. Run 233 knots.

Wednesday 15th Very rough. Made a grand run, best since leaving Greenoch. Captain is jubilant. Ladies are sick. Working at my diary for the blind. Lat 36.52 S. Long 2-4 W. Run 283

Thursday 16th Still strong winds. No one allowed on deck. Bowling along at a grant pace. If this could only last, we would be in Melbourne within the Captain's time. Passengers still sick. Willie very bad. No service tonight. Lat 28.26 S. Long 2.15 E Run 251

Friday 17th Still **very rough**. **Wind not quite so strong**. Confined to our cabins. It is now so cold one's **bunk is the most comfortable place**. We have started to run easting-down. Hope this rough sea won't last long. I hate having to loaf about inside. It may be alright when on is inclined to be sick & cannot move about, but to be sea-proof & well the confinement is very tiresome. Lat 39.21 S. Long 6.30 E. Run 200.

Saturday 18 Sept. Going along right merrily. Strong wind. Heavy sea. The weather is very cold & disagreeable. One of the ladies in the 1st cabin kept the stove charged so steadily that the chimney got red-hot & set fire to the saloon roof. Needless to add, the heat was much greater than intended. As all the passengers were in their state rooms, & as there was plenty of water near, the flames were soon extinguished. The alarm did not reach us until all was over. When I went to the saloon to practice I found all the nice stained glass windows broken & the pretty white & gold roof black & dirty. The steward has instructions to charge the stove in future & regulate the heat. I think it very stupid to have open stoves on board ship, hot pipes from the galley would be better & ever so much safer. -- We are all getting tired of this damp cold weather, even the Captain admits it to be very bad. Lat 40.06 S. Long 11. 20 E. Run 234 knots.

Sabbath 19. Beautiful sunny day. Still very rough. We are, however able to get about today. Service in the morning, very dark & dismal as the sky lights are covered to keep out the water. I could not see with candles as the piano is in an awkward place. Managed fairly well. Did not play as I would have liked. Must practice more. Evening service well attended. Lat 41.02 S.W. Long 16.11 East Run 2000 knots.

Monday 20th. Saw a number of porpoises sporting under the bows. What funny fellows they are, they dive under the ship & come up on the other side. We tried to harpoon one but did not succeed. The sea is very rough, mountains high ( as novelists say ) As one or two very large waves came on deck we thought we had better return to our cabin. Lat 42. 16 S. Long 20. 19 East Run 262 knots.

Tuesday 21. Weather dull. Wind fair. Very cold. We have coffee & biscuits served in the cabin at 9.30 pm The cold weather makes one hungry & feel that another meal is required after six o'clock. Not much doing today. Lat 42.23 S. Long 23.17 E. Run 216 knots.

Wednesday 22 Sept. Fine clear day, we are able to get about the decks again & are a little better satisfied. The Captain is not, however, as the wind is light & we are creeping along compared to our progress yesterday. What a funny thing nature is, what pleases one does not please another. There is nothing worth writing about today. Things are very quiet. Lat 42.30 S. Long 31.2 East Run 163 knots.

Thursday 23rd. Very cold. Strong wind. We are not running our course. Dicks very wet. No evening service. Too stormy. Lat 42.47 S. Long 34. 50 E. Run 146 knots.

Friday 24th Dull day. Raining gin the forenoon. Captain sent for father to come & make out Mr. Stevenson's (saloon) will as he had taken suddenly worse & was dying. Poor fellow, he was too far gone to come alone on such a long voyage. Father & the Captain have arranged things as he wanted, yet, he must feel very lonely lying so ill with no friends near him. His father & mother are in Scotland. Lat 42. 45 S. Long 40. 26 E Run 169.

Saturday 25th Poor Stevenson died this morning at 5 am. The Ensign is floating half-mast high. The death has cast a gloom over the whole ship. The sailmaker is making a shroud as the funeral is to take place this afternoon. There is very little wind & the sea is very calm, the gards will be backed & the ship stopped while the funeral service is gone through. At 4 pm The bells began to toll, the tongues were muted & the sound produced was very weird. Passengers & crew assembled on the "poop" where the body lay covered with the "Union Jack". It was an impressive & sad sight. The day was cold & bleak & as we stood with our hats in hand while the service was read we could not keep from shivering. At the words "We therefore commit this body to the deep" the platform (on which the body lay) was canted over & with a splash & gurgle the body disappeared into the ocean. The service lasted nearly an hour & was very impressive. The wind is fair but light. Sailors have had more than usual to do today as the ship was stopped during the funeral. Lat 42.30 Long 44.13 Run 147 knots.

Sabbath 26 Sept. Strong wind. Going along well. A large whale & porpoise were seen this morning just as the bells were ringing for service & of course, (as on land) affected the attendance. Father preached a funeral sermon in the evening & had a very large audience. Miss Hall played the piano. Lat 42. 31 S. Long 47. 31 E. Run 224 Knots.

Monday 27. Donaldson caught a cape pidgeon today & gave it to me. I have preserved it. The weather today is fine but very cold. One requires to wear a good overcoat & gloves to feel comfortable. The wind is rather light & we are not making much progress. Lat 43. 36 S. Long 50. 14 E. Run 131 knots.

Tuesday 28 Winter real winter. Snow on deck to the depth of one inch & in the scuppers much deeper. Had several snow fights to keep ourselves warm. Whilst in the act of throwing a snow ball I lost my balance & fell & four noble ladies taking advantage of my lowly position rubbed my face & nearly buried me I did not tell them that it was the rule not to fight a man when he was down & I was nearly smothered. A whale which must have been thirty feet long came very near the ship today, perhaps he was cold & lonely & wanted to see if we could amuse him. He certainly amused us with several antics

he made. Caught another pidgeon, we might have caught a good few only the ship was going too fast to allow them to take the bait. Taken altogether this has been one of the liveliest days we have had during our voyage. Snow is good enough on land, but is rather dirty on board ship. Lat 43. 35 S. 54.29 E. Run 185 knots.

Wednesday 29 Strong fair wind. Going along at a grand pace. Dull & cold day. Heavy leaden sky. Looks like more snow. Writing diary & reading books all day. Went on deck for a little in the evening, did not stay long as it was so cold. Lat 43. 35 S. Long 60.1 East Run 246 knots.

Thursday 30 Sept. Today we have been steering off our course SSW to avoid a Cyclone. Very stormy day, we were hove to for some time this afternoon as we could not get forward. The run has been the smallest since leaving Greenock. Donaldson & the Captain caught two very pretty "Molly Hawks" They have got great feathery coats on them and should make nice birds for mounting. The steerage passengers were locked down today as there was a great quantity of water coming on board & the Captain was afraid someone might leave the door open & flood the ship. Lat 43.33 S. Long 62.3 E. Run 82 knots.

Friday, October 1st. Along in the Saloon all day helping Donaldson to skin his "Molly Hawk". It was a large bird and we found it very difficult to skin. Very cold day, occasional snow showers. Ship in sight. Tried to signal but the distance was too great. Hope we will manage to see her closer tomorrow. Spent the evening in Donaldson's stateroom with Watt. Lat 43. 24 S. Long 62. 16 E. Run 11 knots.

Saturday 2 Oct. Our tenth week at sea. We all consider the voyage has been long enough. 70 days passed in the same lazy manner is enough to make anyone tired. What must it have been in the old days, when there were no fast clipper ships and the voyages lasted six months. Ship still in sight. Very cold squally day. Plenty water coming aboard. Signalled ship in the afternoon, the "Lilla" from Elsinore bound for Melbourne 83 days out. Along in saloon scraping bones for pipe stems. Donaldson intends (when he arrives in Melbourne) to have them mounted as they make beautiful pipes colouring much the same as Meerchum. Lat 48. 21 S. Long 64. 48 E. Run 243 Knots.

Sabbath 3rd Oct. Find day. all sail set. Passengers are taking advantage of the deck. Large attendances at both services. Captain expects to be in Melbourne in a fortnight. I hope he will get good winds and manage it. Did not stay on deck after evening service. Lat 43. 27 S. Long 72. 16 E. Run 189 knots.

Monday 4 Oct. Very strong wind. When the fog was lifted at 10 am we were going at ten knots an hour. Shipping lots of water. Decks very wet, not passengers moving about today. The Captain now feels certain of getting to Melbourne in the time counted on Along in the Saloon with Donaldson most of the day. Lat 43. 23 S. Long 78. 10 E. Run 258 knots.

Tuesday 5th Oct. Bella's & Grant's birthday. We gave a grand party in the 2nd Cabin in honour of the event. Mrs. & Miss Hall spent the afternoon with us. Weather very stormy. Ship going at a grand pace. Captain thinks today's run will beat the ship's record. Decks very wet, not able to fish for albatross (although there are plenty about). Hope I will catch one before we get to Melbourne. Went along with Watt to Donaldson's quarters & had a pleasant afternoon. We wrote notes of voyage giving Lat & Long. & after sealing them in a bottle threw them overboard. Wonder if anyone will pick them up. Lat 43. 23 S. Long 34. 59 E. Run 303 knots.

Wednesday 6th. Weather still very stormy, no one able to go on deck. This confinement is wretched. I wish the sea would go down a little & let us about more. We are all getting discontented, however, there is this consolation that the wind is in our favour & we are likely to make a fast passage compared with many. I don't think I would like to make a long trip like this in a sailing vessel again. It must be much nicer in a steamer where one does not have to depend on the wind, and where the voyage is broken by visits to different ports. Still writing my Braille diary, it is a very large book and I am in a puzzle as to how I will send it home. I think I will have to send it by the "Parcels Post". Spent the afternoon with Donaldson. Miss Hall played us several selections on the pianoforte, she has plenty of dash in her style but does not read correctly. Lat 44. 25 S. Long 90. 20 East Run 225 knots.

Thursday 7 Oct. Very quiet day. Donaldson caught four pidgeons of peculiar colour, a sort of fawn, black & white. They looked very pretty. Clear sunny day. Smooth sea. Lat 44. 0 S. Long 95. 39 E. Run 230 knots.

Friday 8 Oct. Very stormy. Raining all day. **Confined to our cabins.** **Wish** the winds would keep favourable & let us reach Melbourne soon. **What a treat it will be to get on "Terra Firma" again.** Don't think I would like to be a Captain of a sailing ship. Lat 44. 14 S. Long 100. 45 E. Run 221 Knots.

Saturday 9th Oct. Weather still rough. Lots of water coming aboard. About ten o'clock this morning a large wave came over & burst open our cabin door, flooding our abode. We sat on the table while the



stewards bailed out the cabin. The Misses Reid had their work-baskets beside them on their chairs when the wave came over & of course most of the articles contained in them were ruined. Went along to the cabin in the afternoon and practiced tunes for tomorrow. Lat 45. 23 S. Long 107. 09 E. Run 278 knots. Sabbath 10 October. Wet day. Squally. Wind fair. Poorly attended service in the morning. At noon today, we were off the coast of Western Australia & at 9 pm we rounded Cape Leon. If this weather continues we expect to drop anchor next Saturday. Evening service well attended. I had great difficulty keeping my seat at the piano the vessel was rolling so much. Wonder the stool is not fixed to the floor. Lat 43. 32 S. Long 112. 47 E. Run 255 knots.

Monday 11 October. Fine day. Bright sunshine. Wind fair. The sailors are busy scraping and painting the ship for our arrival in port. The deck looks quite busy this morning, all the passengers seem to be enjoying the balmy, southern breezes. I notice one or two people who have been enjoying the fine day as much they have neglected to look out for the paint and have consequently got strips of various colours across their backs, etc. Don't they feel angry when you say " That's a newly painted plank you are sitting on" & jump up as if it was something dangerous. Old Stevenson spoilt a fine black coat that he had just put on to take out? the crew. before he \_\_\_ regard it in \_\_\_ surue. Of course he came straight out \_\_\_ & leant over the \_\_\_ we were going & did not \_\_\_ the paint until it was too late. Then he swore for \_\_\_\_. The sailors were delighting & I don't think any of the passengers were sorry. This has been a grand day & we have made the most of it.

Thursday 12 October. Fine sunny day, very warm. The wind is veering round ahead. We are making very poor progress. I forgot to get the run yesterday so will attach it to this days programme. We were all greatly amused at Stevenson today. He was moving about the deck so carefully and always feeling the paint before sitting down. I expect he was thinking of his black & white coat. Poor man., he is very unhappy with his wife and seems always to be carrying that great big baby about the deck while his wife reads novels and enjoys herself. I wonder what they intend to do in Victoria. Lat 40 55 S Long 122. 07 E. Run 229 Knots yesterday. Lat 41. 45 S. Long 117. 07 E. Run 228 Knots today.

Wednesday 13. Beautiful day. Very warm. We are now having a dead calm, the water has hardly a ripple on its surface. It is now quite impossible to reach our destination this week. The Captain is in an awful state because on his last voyage he lost fourteen days at this same place. Wouldn't wonder if we should do the same this voyage. At sunset the sky was clear & blue with no signs of wind. Donaldson & Watt had a shooting match with the Captain's revolver. The target was a bottle thrown overboard & allowed to drift a certain distance. I don't think any bottles were broken both gentlemen being bad shots. Lat 40. 30 S. Long 125. 40 E. Run 171. Knots.

Thursday 14 October. Another fine day. Smooth sea, light wind. Ship in sight. If she had been nearer we might have signalled her. We are now 518 miles from Melbourne. Very quiet day. We are all out of sorts at the turn the wind has taken. Lat 40. 36 S. Long 127. 55 East Run 104 knots.

Friday 15 October. Wind more aft. We are making better progress today. ship still in sight. Lat 40. 55 S. Long 130. 03 E. Run 138 knots.

Saturday 16 October. Ship still in sight, also a barque which had evidently encountered the cyclone we escaped. Her top-gallant mast & jib boom were both gone. The Captain was very anxious to signal her but found the distance too great to read the flags. Lat 40. 54 S. Long 134. 29 E. Run 163 knots.

Sabbath 17 October. Barque & ship still in sight. Services morning and evening well attended. We are only averaging 2 1/2 knots an hour this forenoon. The water is very smooth & there is hardly any wind. Arranged with Borland (one of the middys) to call one early tomorrow morning as I intend to climb the main mast & see the sunrise. I don't want mother to know until it is all over, as she would try and persuade me to be contained on deck. We saw five whales sporting about today they were very near us & we saw them very clearly. If we could only get ropes attached to them & coax them to travel in the right direction we would soon get to Melbourne. What fine large powerful fellows they are what a pity one cannot train them as sea horses & start a depot where becalmed vessels might apply for assistance. Lat 40. 44 s. Long 135. 57 East Run 62 knots.

Monday 18th October. John Borland knocked me up at half past four a.m. Went to the galley & had a good cup of coffee & some biscuits. Made a start climbing the mast at 4.50. I went first & Borland kept close up in case I might get giddy & lose my hold. Found the rope ladders much more difficult to scale than I had imagined. When we reached the main yard Borland advised me to go through the "lubbers hole" but as I had risked so much I went up the slanting shrouds & reached the platform safely. As it was very calm we sat there for a while & watched the sun rise. What a glorious sight it was, rising like a great ball of fire and making the ocean seem a mass of molten gold, till the light was so bright & so strong that we had to cover our eyes for a little before we were able to see our way down. I enjoyed

the scene immensely & although a bit afraid at first felt guilt at home when coming down. Got on deck about 5.30 & had a cup of tea and biscuit about 6-10, then walked the deck with the \_\_\_\_\_ until breakfast. Today, the \_\_\_\_\_ are \_\_\_\_\_ & painting the deck & they are as white & clean as a yacht. They will do it again tomorrow & then oil them when they will look better than ever. Both the ship & barque are out of sight. We are running entirely off our course with a head wind & and are making for Tasmania. We told the Captain if he would drop us there we would save our passage money from Melbourne. He is very angry & goes about the deck with clouded brow. Poor man although he has experienced this delay more than once he cannot get accustomed to it. He is worse than all the passengers put together & that is saying a lot. Lat 41. 47 S. Long 137. 44 E. Run 103 knots.

Tuesday 19th October. Fair wind. Hurrah! We are only 550 miles from Melbourne. We expect to arrive this week but can't say what day as the winds are variable. We caught two fine albatross this morning, one of them measuring 10 ft. 1 inch from tip to tip of the wings, the other 9 feet 11 inches. The Captain claimed the larger one and Donaldson the small one. I skinned Donaldson's. It was pure white with black pencilling on the back & neck? I got one of the feet to make a tobacco pouch, they make very pretty ones but are a great trouble to skin. The Doctor wanted us to get the cook to make a "currie" with the legs & wings. He said it would taste like chicken only stronger & none would know what it was. We sealed up one of the eyes in a nice little cardboard box & sent it out to Watt with Miss Hall's compliments. He kept it unopened until after dinner then went up to the state-room to enjoy the surprise. We watched him through the ventilator on his roof. The scene when he removed the lid was one to remember. He threw the box & contents into the sea & used certain words which I will not enter in this journal. For several days he would not tell us what was in the box. He never believed she did it, and it was only in strict confidence he informed me of what Miss Hall had done. I, of course, (in equal confidence) told him of the whole affair, in case things might go too far. The wind is veering round ahead tonight & looks like keeping us that quarter? Lat 39. 59 S. Long 139.39 East Run 113 knots.

Wednesday 20th October. At breakfast this morning the wind was dead ahead but fortunately it changed to \_\_\_\_\_ at 11. 00.

The captain was up at the mizzen royal watch? looking for land but did not see it. Everyone is in great spirits as we all expect to make port on Saturday. Although the voyage has been a very pleasant one it is an adventure we are all looking forward to speaking about on land again. Lat 39.17 S. Long 139.54 East Run 110 knots.

Thursday 21 October. As we expect to reach land today I woke at 6:40 am & spent the time until breakfast with Donaldson polishing albatross bones. At 8 o'clock we were called on deck to see the continent of Australia. All we saw was as dark cloud close to the horizon and the Captain told us it was our "Land of Promise". At noon we were much nearer and could distinguish trees & undergrowth. We are all busy now packing our boxes & putting things straight. At 1 o'clock the wind which had been very light dropped altogether & we are now lying \_\_\_\_\_ motionless. At 8 pm there was a great meeting in the saloon (sailors & passengers) when the Captain on behalf of all on board the Clipper ship "Loch Sloy" presented father with a beautiful address signed by all the passengers & ships company for his untiring services as chaplain during the voyage. The speeches delivered on this occasion were touching & good, & father in his own kind & humourous way thanked all aboard that ship for their kindness to himself and family -- We spent the evening on the poop and saw one of the ocean mail boats pass us with her bright electric lights illuminating all around. What a great dark mass we must have looked with our miserable oil lamps shining out on occasion at port windows. It seemed quite dark when this ocean greyhound had left is in the distance. Lat 38. 53 S. Long 143. 25 E. Run 173 knots.

Friday 22 October. Tasmania \_\_\_\_\_ near this morning from the main \_\_\_\_\_. We are now within eighty miles of Melbourne at 11 am we encountered a severe squall, all hands were called on deck. Two of the jib sails were blown away & the remaining one was torn to shreds. Our danger lay in being so near land. At noon we sighted Shark Point & have been trying all afternoon to weather it. At five o'clock we were as far from it as we were at mid-day. I doubt very much we will not arrive tomorrow. The Captain, however, is sure we will and expects to pick up the plot early tomorrow morning.

Saturday 23 October. Strong headwind. Rough sea. We had a pretty rough time all forenoon. Sighted the heads at 1 pm. The pilots schooner alongside at 2:30 & by 3 pm the pilot was aboard and Captain McLean retired to his cabin for a rest. We passed through the Heads at 3:30 & saw a wrecked barque lying amongst the rocks close inshore. The disaster happened a fortnight ago and was caused by the Captain trying to enter the port without a pilot. All the crew were saved but most of the cargo was lost. It made us feel very thankful for the pleasant voyage we had had. About 5-30 a squall caught us in the Bay and as we had all canvas set we "lay over" a good bit. The forecabin was flooded and the sailors

sea boots & boxes were floating about the deck. Poor fellows. They have had a pretty bad time of it. The pilot did not order any sail to be furled but let the ship race as she liked. It wasn't very comfortable, the ladies were in an awful state & were sure we were going to be drowned, within sight of Melbourne. We got safely through as we got through the other gales & dropped anchor in harbour at 7.30. The Health Officer came on board and gave us a clean bill, so we can go ashore when we like. Tonight we heard of Gladstone's defeat at the general election & that Lord Salisbury was premier of Great Britain. - The disabled barque got into port a week before us - The evening is wet & cold and we can only see the "Lights of Melbourne" very faintly. No passengers went ashore tonight. At 5 pm the "Custom House Officers" came aboard & sealed up the hatches, so we cannot get our boxes without signalling ashore. The agent says we will get alongside on Monday. Our steamer sails for Launceston on Thursday as we will have some time to see this wonderful city. The passengers are in great glee tonight & are arranging to go ashore tomorrow.

Sabbath 24 October. Beautiful day very cold. The harbour is very busy this morning with boats plying between ships and the wharf. We can hear the Church Bells ringing in Melbourne & Sandridge. We had no service on board this morning as most of the passengers had gone ashore. I cannot say I care for the look of this great colonial city, it seems to lie very low and I would imagine it would be subject to fogs. Tomorrow we will inspect it closer & then perhaps my ideas may change. Clear cold night. I thought Victoria was always nice & warm at this time of the year.

Monday 25 October - In port. The agent informed the Captain that the "Sloy" was to be berthed at Williamstown & not Port Melbourne. We are busy packing our boxes etc. as we have to tranship them on Wednesday. We expect to sail by the S.S. Flinders on Thursday. Went ashore with Captain McLean this morning. Was quite surprised at the fine buildings and beautiful shops in the main streets. Had luncheon at the Federal Coffee Palace, a very grand hotel indeed but which unfortunately does not pay the company which run it.

Wednesday 26 October. Got into Williamstown this morning about 10.30 a.m. Got our tickets from T.S.N. Co. Sail tomorrow at 2:30.

Thursday 27 October. Got on board the S. S. Flinders at noon. She is a small coaster of about 900 tons and carries 150 to 200 passengers. The weather was very rough outside the heads & we did not remain long on deck. We have a full complement of passengers and the cabins are very close & warm. Went on deck for an hour or two after dinner, it was very pleasant after the close saloon. Made the acquaintance of a Mr. Chas. Treat who is going to Launceston. He is travelling for some Melbourne house and has been in Tasmania often. He gave me a lot of useful information for preserving Albatross skins. He also advised us to live at the Coffee Palace at Launceston as the charge was moderate & the attendance good.

Friday 28 October. Passed through Tasman Heads at 9-25 this morning & had a beautiful sail up the river which is 40 miles long and very broad at some place. Arrived within sight of Launceston at 11-30. We were greatly surprised to find most of the town built on a hill. The guide books said it was on a flat. The wooden houses with chocolate roofs and deep verandahs look very pretty. Arrived at the Coffee Palace at 11:45. We are to remain here until the Presbyterian Church arranges where father is to go. We have now been travelling for three months and a half and feel very thankful our journeyings are over for a time.

