

Comparative Review of Documentation of 1879 Voyage of Euterpe (London to Lyttelton NZ)

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
			Mr Stead Ellis sailed with his wife Lizzie and their six sons Harold, Claude, Guy, Oscar, Percy & Baby	George James Lister, b 4/19/56 at Great Broughton, Cumbria, m. Elizabeth Ann Leece and sired 10 children., 12/10/81 at Dunedin, NZ, d 10/25/19 Clive, Hawkes Bay NZ	Joshua Charlesworth, a draftsman, was apprenticed to Stead Ellis.	James Martin from Bissoe in Cornwall. It is possible that the David mentioned is David Martin. Charlesworth mentions a Mr Martin preaching at evening service. Martin indicates that there were 12 cabin (1st class) passengers (M/Mrs Dampier Crossley w/4 children and a servant, M. F Rose, R Hattersley, Penlington (or Pennington) and brothers W & A von Keisenberg. Also 154 2nd and 3rd class passengers. Diary was either started one month into the voyage or the first part is missing.	A handwritten newspaper, largely written by Stead Ellis and assisted by Joshua Charlesworth. Text reproduced from the diaries and letters of Charlesworth.
W	30-Jul			Arr. Easton Square Sta. from Brigham & Carlisle.			
TH	31-Jul			Dealt w/luggage			
F	1-Aug		Meets Lizzie and children at Kings Cross. After tea, family proceed to docks. "Perfect pandemonium" Sorted out luggage and got settled quite late. "We have a pretty room berth which contains two bunks each 6'6" by 3'6" wide. Also got a small bunk fixed up for baby during day. Claude & Guy at one end of top bunk and Percy & Oscar at the other end. Wife & I occupy lower bunk w/baby. Harold in next cabin w/ 3 other young gentlemen."	Boarded Euterpe @ E. India Docks.	At Poplar all day & London buying utensils for the voyage. 7.0 o'clock PM our ship moves to mouth of the dock (East Indian) till 12.1 o'clock at night. Got off the ship and went to Blackwall Station with father & Ellis, bid them goodbye. Mother fine.		
SA	2-Aug		Awoke to find ship at anchor. Clergy visited and conducted services. Afterward E. towed to buoys at Gravesend for govt. inspection and inspection of passengers by a doctor who didn't show. Noticed Capt. running to the poop in an excited manner. Large ship Hanman drifting broadside on to E. Ships brushed. Went ashore as doctor wouldn't arrive until next day. While ashore, E had been in collision w/large steamer. Talfour got outside the channel buoys and tried to shortcut back into the channel against a heavy wind. Capt. attempted to reanchor but E bumped stern first into the ship involved in the earlier incident which damage to "wheel gearing" and the back rail of the poop. Earlier collision resulted in a large hole in the foc'sle. Prayer meeting of thanksgiving held in main hatch.	Euterpe towed to Gravesend to await inspection and doctor. Collision w/Talford and Hahneman. Great confusion.	Sailed at 1' o'clock this morning or rather towed by the tug-boat down to Gravesend where we arrived 9.0 am this morning, waiting for Doctor and inspection. Father & Ellis calls again to see me at Gravesend (in company with the May Queen also bound for NZ) 9. o'clock night. The steamer Talfour ran into us. While lying at the buoys the homeward bound screw steamer Talfour came into collision with us on our starboard bow but fortunately it was not down to the water's edge. Through the force of the collision we broke from our moorings & struck the barque Hanman of Quebec also lying at the buoys damaging her head gear, figurehead etc, great damage was done to the stern gear of our ship. We were nearly in the sam result with the ship Hanman in the early part of the evening. The collision caused great excitement on		
					excitement on our ship, it rained heavily & thundered & lighted was intense and we were left for the night in that perilous position to the mercies of a heavy tide etc. Fortunately only one man was injured by it, while lying down in the fo'castle.		
SU	3-Aug		Tug came at 10:30 to tow E back to East India dock for repairs. Dinner: Soup, leg of mutton, potatoes in jackets and peeled. Considerable talk in steerage as to the limited quantity of provisions.	Taken back to dock. Several ministers aboard. L & a friend attend evening service at a Methodist Free Church on Commercial Rd.	Towed again to the East India Docks by steamer to be repaired & examined. Prayer meeting on Sunday morning by M. Duff for our deliverance. I went to Poplar Church with some fellow passengers & went all over the docks in the evening - saw some splendid large vessels there.		
M	4-Aug		Bank holiday (St Lubbock). E. taken further up into the docks. M/Mrs. Beaumont and her mother opt out of the voyage. Doctor arrives about noon, "only half recovered form a prolonged drunken bout." Doctor persuades Ellis to buy a flask of whiskey while ashore.	Bank Holiday. No work on ship, fewer shops open than on Sunday	Fine weather. At Poplar and Blackwall all day. R. Beaumont & family left the ship on account of accident they dare not venture again (from Bately). Bank holiday - wrote home, etc.		
TU	5-Aug		E. Inspected in AM and repairs commenced continuing to 8:00 PM	Repairs commenced-night and day. 2 stowaways discovered incident to collision.	Fine weather. Blackwall & Poplar all day with fellow passengers. Began repair ship. Fine night.		
W	6-Aug		SE lists 2nd class cabin occupants as: (M/Mrs., Davis w/1 baby, M/Mrs., Tichbon, Ms Nelly Hallam (all 3 ladies are sisters)), (Frank Williams aka the General who is a deadbeat & a heavy drinker, 2 brothers Rathbourne, Rozen), son Harold, Joss., architect or builders clerk Johnson and Rozen). SE recounts General's behaviour while drunk in anticipation of going to sea.	Euterpe undergoing repairs. L. takes time to tour parts of the city including St. Paul's, the Tower of London, the British Museum and the National Gallery in Trafalgar Sq., Westminster Abbey.	Fine day. Letter from home. Father came again to the ship. Went with him to London, wished him goodbye and then made for Poplar again. Repairing ship all day. Fine night.		
TH	7-Aug		SE and son Oscar walk about the docks and visit other NZ ships. Played cards in the evening.		Fine days. Saw all over the South West India Docks. Went on board the Hurumu. Blackwall & Poplar etc. Repairing ship.		

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
F	8-Aug		SE took a stroll about the deck after cards and talked/drank w/3rd mate Franze Romer, a large 6'2" Dutchman. SE and Leake visit Shaw Savill & Co to take issue w/limited quantity of food being provided. Describes difficulty in getting change for a Becketts 5 pound note. Discussed England v. America w/Rozen.				
SA	9-Aug		Repairs continue. New spanker boom being rigged. Went to Croydon to see Lascelles patent concrete slab buildings.		Beautiful day. To London with Mr Ellis. Took train for Croydon to inspect Lascelles patent concrete houses - spent a jolly day of it. Repairing ship etc. all day, had walk in evening with fellow passengers. Fine night.		
SU	10-Aug		M/Mrs.. Young join the 2nd class cabin. SE thinks the 2nd class cabin is too small for the number of occupants. Persuades captain to have deck lights (9"X3" skylights) install to relieve darkness in the cabin. Repairs continue. Harold thinks work on Sunday will bring ill luck to the ship. Evening services at Limehouse Ch.	L & 2 friends go to Mr. Spurgen's Tabernacle. Took boat to London Bridge then walked. Arr 10:30 & waited until 7:00 PM for service.	At Poplar Church in the morning to service with fellow passengers. I must say it is a fine building of Corinthian order in the style of St Pauls. Repairing ship today to get it finished. Fine day.		
M	11-Aug		Up early. Lizzie beautified cabin w/wall and window hangings. Feather bed arrived. E. moved to outer basin. Another discussion w/Rozen in which SE expresses his contempt for the American form of govt. as exemplified in its statesmen of this generation in very strong language-possibly giving offense. Good dinner-river cook is leaving and in view of possible tips sent us a magnificent piece of sirloin.		Fine weather. Finished repairs, towed into the mouth of the dock by steamer called Mosquito at 5 pm. Fine night.		
TU	12-Aug	1	E. Towed out of dock and up the river. Anchor off Greenhythe to await next tide. All passengers mustered on the poop and paraded before the doctor (William Davies). Ship also inspected by the ship's Husband. Taken in tow by Renown again in the evening.	Euterpe is towed down to Gravesend for inspection & then towed on down the Thames.	6 am. Towed by the steam tug Renown for Gravesend again, arrived at 9 am. Stayed for tickets examination and doctor's inspection. 6 pm Towed again for the Channel. Anchored at 11 o'clock PM off Deal.		
W	13-Aug	2	E. out of sight of land at the mouth of the Thames or off the N. foreland. Ship is rolling and all are sick. SE is OK until he starts to help clean up the cabin and then he joins Harold in feeding the fishes. When returning to the cabin after being on deck finds that it is pitch dark requiring some time before ones eyes become accustomed to the change of light. Thames Pilot departs at Deal and the old Channel pilot is in charge of the ship. Steward asks SE if he would take soup w/dinner. Passed Dover and the White Cliffs. E spreading all sail and most male passengers are assisting. Tug departs before tea. Comments on the usually disgraceful state of the W.C.	Passed S. Foreland and Dover	Fine day. 1 o'clock am weighed anchor. 2 pm River pilot left us off the coast of Kent, gave us three hearty cheers. Renown the tug cast off at 4 o'clock, a slight breeze having set in & a few sails were set. Off Dover Strait 6 o'clock. 7 pm Head wind set in & we began beating about. Sea sickness just begun.		
TH	14-Aug	3	Light winds. Fresh water ration reduced from 3 qts/day to 1.5 qts/day w/remainder going to cook. 2nd class messes (3) consist of Ellis', 7 single men and 3 married couples and the single woman. B-fast: bread, butter & coffee. Lizzie works a deal to get some hot water as she does not fancy our steward's washing up nor the look of his dishcloth. Tinned Chicago beef for dinner. Messes altered which stirs SE up. Ship's biscuits served for tea which starts a row regarding the lack of bread which is resolved by the Capt. Great deal of moaning about the inedibility of ships biscuit. Foggy all day.	River pilot departs along w/tug. Channel pilot boards. "a few of us started to be sick"	Very calm sea, scarcely a ripplon on the water. Chalk Cliffs in sight all day. Rations and sea fare given out for the 1st time. Very hazy weather in the afternoon, the sailor on watch blowing a fog horn all the while. Off Beechy Head. Sea sickness prevailing. Foggy night.		

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F	15-Aug	4	Weather fair but foggy again. Harold now the only sick one. Mentions shaking bedding on the lee side opposite the sheep and poultry pens. 4 days out of London yet haven't reached the Isle of Wight. Fog clears later but what wind there is foul. Boiled fat salt port, potatoes and pea soup for dinner. Lizzie made a few raisin pasties. More moaning about ship's biscuits (as opposed to cabin biscuits). Cook is charging 5 shillings per head to bake which SE considers "swindling & extortion from beginning to end". Pleasant evening on deck w/singing and music (Chief Steward M. Chapman and M. Tichbon in violin duets). SE, the General and M. Tichbon call on the Capt. regarding the ship's biscuit issue.	Weather becomes rough in the evening	Foggy weather, head winds, sea sickness all day on board. Splendid weather this afternoon, fog blown off. Fine land scenery. Concert in the evening. No more progress		
SA	16-Aug	5	2 day gap in diary. SE recaps on Monday, 8/18. Bright sky but choppy sea. Breakfast then retired to bunks. That night the ship "pitched & rolled terribly & it was evident that a violent gale was blowing".	"It came a gale"	Rough weather & choppy seas, tacking the winds still. Violent westerly wind blowing. Very foggy still, fog horn blowing. Several vessels in sight at intervals and passed too close to be pleasant. Rough sea got up at night. All on board nearly sick.		
SU	17-Aug	6	Storm continued. SE sits up in an easy chair w/ a high back which was provided by an Aunt & Uncle for Lizzie. Hymn singing in the evening	"Sea is awful, waves coming over the ship and all very bad with sickness" Sighted N. Foreland	Rough weather, had gale of wind last night and very foggy. Had the blue lights burning all night. Still head winds & ver choppy sea. Ships passed us in the night so close that the Captain could shout "what tack are you on". Nearly all passengers on deck all night. Raining all day & ship rolling heavily. Seasickness in its highest pitch. No service held today. Off the Needles Isle of Wight, drifted back in the night some 20 miles with head winds. The most miserable day ever spent.		
M	18-Aug	7	Weather abates but w/heavy swell. A week out of London and only 12 hours journey from Leeds. No real satisfaction from the Capt. regarding the ship's biscuits.	Weather better but wind against ship. Much tacking to and fro.	Weather cleared up a little today, the sea coming to a calm again. Lots of ships about. Off the Isle of Man again. No more progress		
TU	19-Aug	8	Breakfast of hot rolls and fried ham. Lizzie quite ill. Raining most of the day. Sea got rough in the evening w/much pitch and roll.	Sea very rough and sickness no better. Mate begins issuing "rashings". "Everything is the poorest. And the cooks so greedy that we cannot get a drop of warm fresh water to mix anything. So it is very little that we eat"	Weather rainy all day. Passengers below. Head westerly winds still blowing, tacking about all day. Hazy afternoon. Rough night and sea getting up.		
W	20-Aug	9	Still rough. All Ellis's ill but Percy. Near collision w/Hurunui of the NZ Shipping Co. Doctor give Lizzie some arrowroot.	"Sea very rough, wind against us, or head wind" Narrow escape of collision Hurunui, emigrant ship bound for NZ from Plymouth. Euterpe taken aback and Hurunui drifting down broadside. Collision averted.	Weather unsettled, rainy etc. Seasickness on yet - very choppy sea. Head winds yet. Narrow escape from ship Hurunui. Off Start Point in Devonshire, great excitement on board.		
TH	21-Aug	10	Good night's rest for all. Oatmeal porridge w/molasses & sugar. Tug Cambria takes pilot off in the afternoon. Encountered some fishing smacks and purchased red mullet and a fine crab. Harold comments that it is not to SS's credit that some 150 passengers are buying food from fishermen only 11 days out of port. Weather kicks up in the evening. Harold sent off to bed early for being saucy to his Mother.	Channel Pilot departs via steam boat. Sighted Dungeness, Beachyhead and Isle of White (Wight?) Off Devonshire in evening, purchased 2 shillings of fish from fishermen.	Weather more favourable - Off Start Point yet. 4. o'clock Channel Pilot left us the afternoon, steam tug came alongside & took him off. Took letters with him & gave him 3 hearty cheers. Fishermen came alongside & sold us all different kinds of fish. Many a dozen fishing smacks about.		
F	22-Aug	11	After a rough night a splendid bright morning w/a very strong wind & confused sea. Lizzie, Claude and Oscar all sick. W/Lizzie continuing to be ill, tending to the baby's messes falls to SE.	Sea very rough	Stiff breeze & heavy sea. Off Plymouth. Fight on the quarterdeck in the evening by M O'Hanlon & Harding. O'Hanlon got the benefit of it. Ship rolling heavily.		
SA	23-Aug	12	One mile or so off Start Point in Devonshire. Bout ship and steering SE by S into Bay of Biscay and out of the Channel <i>Wishful Thinking</i> Reading Lady Barkers 'Station Life in NZ'. Engineer (Charles Brown) loses part of the fore finger on R hand in cog wheels of donkey engine (???) Weather settles in the evening and Lizzie improves.	"Sea very rough. Often sighted land and came near places that we had been at before"	Raining all day & choppy sea. Engineer had finger chopped off by the condensing engine, head winds still.		
SU	24-Aug	13	Capt. Holds service in Saloon w/ladies of the 2nd class invited. Ladies of 3rd class do not appear to relish their exclusion from the saloon service.	Morning very fine...a few large porpoises (or sea swine) came jumping around the ship. Morning service in the saloon and evening service down the main hatch.	Weather improved today fine & light breeze. Service in the saloon conducted by Captain Phillips. Service held in the 3rd cabin by Mr Duff. Saw shoal of porpoises this afternoon. Rained a little in the evening. No more progress yet.		

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M	25-Aug	14	Fine breezy day but still in sight of the Cornwall coast. Prayer meeting in the intermediate cabin in the evening. Weather kicks up and pitches all the tea service on the deck.	Rough and tossed about the channel	Weather squally. Westerly winds still blowing. Heavy choppy sea got up. Off Falmouth. Ship rolling tremendously, very difficult to sleep. I sleep athwartship or cross the ship so that when there is any rough weather & rolling, I have to pack myself in my bunk. Sometimes on my head & then on my feet. Alarm of ship in sight at 12 o'clock last night by one of the timid passengers. He had all the fellows forward out of bed when lo' it was only the Lizard Light. He had heard the sailor on duty ring 8 bells for the crew to change watches in a very hurried manner & he thought we were in danger so he yelled down the hatchway with all his might "ship in sight, close too" when up came the whole of the folks below. They gave the fellow a good hiding afterwards. Just before the alarm we passed close to another vessel, so near that the Captain asked her what tack she was on. Rough sea & violent headwinds yet.		
TU	26-Aug	15	Another fine morning w/almost a gale dead against us, somewhere off Falmouth. Fearful night w/vessel lying, apparently almost on inside.	Rough and tossed about the channel	Finer weather today, sun appeared for the 1st time. Gentleman in the saloon had a fit but recovered nicely. Off Falmouth still. Still tacking every 2 hours, strong headwinds. Rainy night & sea got up.		
W	27-Aug	16	Beastly rough day w/waves coming over the bulwarks. All sick.	Rough and tossed about the channel. Got a little on and sighted Portland Point, Start Point and Lizard Head.	Roughish weather, sea high. Porpoises seen in great number all round the ship. Raining & squally, head winds. Off Wolf Rocks, tacking every 2 hours. Saw two large Norwegian vessels the afternoon. In the Channel yet with no progress. Miserable dark night.		
TH	28-Aug	17	Fearful wet morning. All beginning to look lean & hungry. Now fairly into sea stores and the more we see of them, the less we seem to like them.	Fair wind. Sighted Wolf Rock but it got rough in the evening.	Dull weather. When we turned out this morning we heard we had been in great danger last night. Went too close to the Wolf Rocks, could not see the lights till we go quite close. All hands was called to about ship and in a instant was turned on the other tack with her stern to the rocks. The passengers who were on deck last night got quite frightened. Several passengers insisted upon leaving the ship if she sighted another vessel but the Captain refused. Gale in the afternoon. Sea got to a heavy pitch. The ship pitched and rolled heavily. Seas coming over our bulwarks in great masses. Rain & very cold weather quite miserable. No sleep got last night on account of rolling. Passengers below all day. Moonlight night but very rough.		
F	29-Aug	18	Major gale w/waves over the bulwark and main deck flooded.	Wind drives ship back to Lizard Head lighthouse. Great disappointment to all, everyone sick and tired of being tossed about the channel.	Weather as yesterday. Tacking with head winds blowing like fury but got more tacking room or more seas. Passengers below. Off Lands End, no more progress. Fine moonlight night, wind gone down a little.		
SA	30-Aug	19	Up on the poop steps for yet another view of Wolf Rock and Lands End some 12 miles off the starboard bow. It appears that E has lost some 12 miles in the last 3 days. All much better. Lizzie making tarts and cakes for Sunday feeding. First concert scheduled for the intermediate cabin in the evening.	Sea very rough but got on a little in our favor. "There is always singing and playing on instruments in the evenings when it has been favourable but tonight there is an entertainment or concert in the main hatch. (Main hatch is where married and single female 3rd class are berthed while single male 3rd class are berthed down the forehatch and 2nd class down the after hatch.	This morning could see the Lizard Lights again having being drifted back last night some 20 miles. Weather much finer today. Saw Lands End this afternoon for the last time. Farewell to old England. Concert held in the intermediate cabin in the evening and proved a great success. M Ellis acting as Chairman. Splendid moonlight night. Thus we have had 18 days of foggy, rough & rainy weather in the channel accompanied with several uneasy frightful thoughts of danger both with rocks, ships etc., and other great dangers.		
SU	31-Aug	20	A fine sunny Sunday morning. Porridge, coffee, bread and boiled ham. Last nights concert came off well. SE was voted the chairman (MoC). Concert included songs, a recitation, readings, violin solos and some duets. Concerts are planned weekly but not on Saturday night as Mothers will be washing young ones in preparation for Sunday service. Chief Steward advises the E is out of the channel and clear of the Scilly Islands. Attended services in the saloon, read by the Capt. Also a short evening service on deck.	Sea calm w/favourable wind and all better of sickness. Services held in both locations.	Out of the Channel, a day of rejoicing for all on board. Fair wind, "square the yards" for the first time, very light. Service held in the saloon by the Captain, open air service on the quarter deck in the evening. Making a little headway. Sea smooth. Splendid sunset in the evening and fine moonlight night. All passengers in better spirits.		

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M	1-Sep	21	A lovely day. Sails all set square & wind right astern making 5 or 6 knots. Airing bedding and cleaning up. Found mice in one of the boxes. A splendid moonlight night & Rosen keeps the deck alive with his discussions on the decadence of England & America being the leading nation on earth. I disgust him by conceding the fine country but maintaining that the inherent rascality of the people will for centuries prevent her becoming the leading nation.	*wind in our favour and we got out of the channel, about 150 miles. Scores of porpoises. Passengers start to wash clothes. We can wash when we like on deck but we have to get water best way we can for it is not nice washing in salt water. All sorts of games carried on as seamen had nothing to do for the first time since we started out. Sight HMS Tenedos in the evening, 12-gun screw steamer	Fine day & much warmer. Sailors engaged with putting anchors on the fo'castle top also cable chains. Cleaning brass work all over the ship and making all comfortable. English man-of-war sighted named Tenedos 5-30. 12 guns. Asked her to report us all well. Fine evening with full moon. Sailors playing game of slipper.		
TU	2-Sep	22	Fair winds, making 9kts. Describes seaman's Dead Horse ritual	Wind in favour and weather very fine. Describes Dead Horse ceremony in detail.	Splendid weather. Going 6 knots per hour. Fair breeze. Taking boxes out of the hold. Dead Horse played this evening by the sailors. Process round the deck with horse (or rather model of one) and its rider. Sold by auction & then swung onto the main yard arm and dropped overboard, a blue light burning all the while. This affair got up on account of sailors having worked the last month for nought or rather being paid in advance so they call it working for the Dead Horse. A collection was then afterwards made and handed to the sailors. It was a splendid sight and the sailors deserved great praise for the getting up of such an affair. The sing the tune or song Dead Horse all the while.		
W	3-Sep	23	1st posting of position and distance made good. 158 miles from noon Tuesday to noon Wednesday	Wind in our favour. Comments on posted position and distance made good.	Fine weather. Observation taken today when we were on latitude 44-30 N and longitude 12-43 W and gone 158 miles during the last 24 hours. Fine night and much warmer.		
TH	4-Sep	24	B-fast of boiled rice w/sugar or molasses, coffee, bread and butter. Dinner of tinned meat, preserved potatoes and pickles once or twice a week. Tea is tea, bread or biscuit and butter. Recommends enclosed steerage and spending the 8 or 9 pounds saved on flour, nice preserved fruits and meats "so as to be independent of the execrable stuff SS in their generosity supply their passengers with" Yesterday morning discussed publishing a newspaper and got the Capt's permission to do so. Cloudy day. Made 133 miles the previous 24 hours. Meeting held to establish paper. SE ends up as editor	Weather very fine. Somewhere off the coast of Portugal.	Rather dull this morning and improved in the course of the day. Splendid breeze and on our course, going 6 kt. Fishing indulged in all day. Meeting in the evening for to publish a newspaper held on the quarter deck when it was decided that a paper be published. M Ellis was chosen for the editorship and M Young sub-editor while I was chosen to act as clerk. Fine evening.		
F	5-Sep	25	Fine morning but very hot. What wind there is favorable. Seamen are switching out heavy weather sails for lighter sails.	Very fine and going well. Second concert held in the evening in two parts. Started at 6PM and finished at nine-forty. Lots of songs but the tune had left a good many of the singers. Comments on the Engineer having had a forefinger taken off with the Condensing engine. Engine has been stopped since until a passenger took the job.	Fine day and quite warm. Concert held in the intermediate cabin in the evening - M Ellis chairman. Fine breeze and going on our course. Fine moonlight night.		
SA	6-Sep	26	Second entertainment held last night. After the concert, Oscar fell from the upper bunk.	Wind in favour.	Beautiful weather. Good breeze. Tug of war held in the night between the passengers and sailors when the sailors proved victorious.		
SU	7-Sep	27	Service on the quarter deck. Weather is changeable and passengers are switching from heavy clothing to light clothing and back again. Distance made good 175 miles. Ellis' 15th wedding anniversary. A little more motion in the ship and Lizzie is again ill.	Very calm. Service a usual. Some of the passengers were fishing with one 6 pound fish caught	Weather fine with occasional showers. Fair wind. Service held on the quarterdeck by the Captain but it was shortened on account of shower coming in. Service on deck in the evening by Duff, Martin, Thompson & Tichbon. Fishing in the afternoon. Fine bonito caught by M. Middleton.		

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M	8-Sep	28	Winds light but favorable. Making 3 or 4 kts. Oscar and Lizzie still poorly.	Very calm. There has often been disturbance about our treatment of provision for we only got a part of them given to us for the coffee, peas, rice, oat meal and salt-meat were given to the cooks (there are two cooks). So today when we went to the galley for our meat there was not one ounce for each. So all went and stormed the galley and searched everything but the cooks said it was all they got from the Mate and we could not find any more. So we went to the Capt. and let him see, so we arranged to see everything weighed out to us. We have make our own bread or anything else we want and take them to the galley to cook them. On Sun. & Wed. they boil Duff and we get salt meat one day for dinner and salt pork the other but not on Duff days. And perserved potatoes every other day. It is not often that we can eat the meat as it stinks so. We just throw over in the sea and we get coffee every morning and Burges (burgoo?) or poridge one morning and boiled rice the other and pea soup every other dinner time.	Beautiful day. Awning put up for shelter of the sun it being too hot. Gymnastic exercises in the evening by the sailors. Expect to sight the island of Madeira. Fine night.		
TU	9-Sep	29	Madeira some 15 miles off the port beam in the morning. Oscar improved but far from well. 104 miles made.	Sighted Madeira. Very hilly and rises from the sea very like Skiddaw. Comments of forthcoming Euterpe Times.	Splendid weather. Island of Maderia in sight all day, about 20 miles distant on our port bow. Fine breeze but light.		
W	10-Sep	30	Young gentlemen going out to bathe i.e. they stand naked & the sailors throw buckets of water over them. Doctor syringed my ears.	Very fine, in the evening a service was and to be held every Wednesday evening.	Fine day. Got into the NE trade winds which will send us along till we reach the equator. Boy in the forecabin dislocated his arm by falling down the fo'castle steps. Prayer meeting in the evening.		
TH	11-Sep	31	Weather fine and genial-tropical dress is becoming quite the fashion on E. SE doesn't feel any inconvenience from the heat yet. 117 miles made. Got the draft of the first number of the Euterpe Times ready yesterday and Joss: (Joshua Charlesworth) writing out fair copy. In the NE trades w/wind directly behind. Flying fish beginning to be seen	Arranged to hold a Bible class on Sunday afternoons in one of the boats. In the evening a 12 year old boy named Taylor fell from the forecabin and dislocated his elbow.	Fine weather. Had bath this morning on deck, hose pipe playing on to me. 5. o'clock. Very hot. NE trade wind blowing. Off Canary Islands. Fine night.	Rose at 5:30. Had a bath, quite refreshing. First intelligence was of a fight between 2 2nd class passengers about a girl. Its very hot, feeling very faint. Had some lime juice today, its quite a cooling drink. Sea up-it seems strange that such an expanse of water is so tranquil. Had a meeting in a boat this afternoon at which 12 of us decided to start a Bible Class.	
F	12-Sep	32	Up at 6 & had six buckets of water thrown over me. Lizzie has been washing our cabin out & wishes me to note M Tichbon has washed out their cabin. I tell her he is henpecked. 1 fair copy of the Etimes ready.	Weather very fine. Race held between a 50 year old man and a young Irishman. The race was 5 turns around the ship. The Old man stripped off and did it in 1 minute and 48 seconds. When the Irishman appeared he was very amusing: some one had lent him a pair of tight skins and a black belt. He did it 1 minute and 26 seconds so two got him on the shoulders and carried him around the deck. And then a walking match had to come of between the sailors and the passengers. So a young man in the single cabin walked first, it is about 150 yards and they had to walk 20 times around. He did it in 8 m 38 s. Then a sailor tired but gave in the 6th time around. So then the entertainment commenced which passed off very lively	Splendid day but rather too warm. Good NE breeze. Concert in the evening. Had my hair cut nearly all off before entering the tropics. Running match by Whiskey and Duff - 5 times round the deck & was won easily by Whiskey. The race caused great excitement on board. Fine night.	Rose at 5:30. Repaired M Tichbon's gold albert 1/- (1 shilling). At 4:45 M. Duff and Whiskey had a running match around the deck 5 times. Whiskey beat at the close. Harding walked. At 6:30 the concert began.	
SA	13-Sep	33	The race between Duff and an Irishman nicknamed Whiskey came off last night. Whiskey, a young fellow of 5 or 6 & 20 beat old Duff a man nearly 60 easily even though the later was teetotaler. Following a walking race the 4th entertainment commenced. We had 4 or 5 songs volunteered by the audience, two of which bordered on the indecent & caused much dissatisfaction among the more educated of the audience, though of course they were very much appreciated by the ruck. Etimes ready for issue in the evening (5 copies). Had a "banquet" today: cold Chicago beef, preserved potatoes and onion sauce and gooseberry pie also currant pasty. We have a large sail fixed as an awning.	A little breeze. The paper came out today and very interesting its is. We generally go by the number of our bunk instead of the name. I am No. 5 in No. 1 mess. Repeats the poem from the Etimes regarding messmate. Recounts the Duff's behavior during an episode of bad weather in which he ran on deck naked. Remarks that three of the pigs died and that two were dressed for the first class passengers. Repeats a poem from the Etimes entitled The First to Fall which parodies the pig's demise.	Weather fine. Winds light & sea very calm. Euterpe Times first published today.	Rose at 6:00 am. Rather dull morn, sun opened hot afternoon. Made a grater (for grating biscuits??). Had a look at Skinner making a ferrule this afternoon. The phosphorous in the water looks beautiful.	Number 1: Recounts events of 1st and 2nd river passage and channel passage, Describes religious service held, Details the Engineer's accident (& observes that a shield was not installed on the gearing), Describes the third entertainment held on 5 Sept, Speculates as to the advisability of stowing heavy cargo deep in the hold, Recounts an overwrought passenger's reactions when sighting a bright light on the bow (which was the harvest moon), Describes the race between Duff and O'Hanlon, Describes passing of Madeira, Proposes a spelling bee, Comments on gymnastic exercises. Doctor's Sanitary report includes comment that the sanitary arrangements have been satisfactory since leaving the channel and talks about the need for strict cleanliness and orderly habits. Urges exercise. Closes with two poems, one of which describes Euterpean No. 1, a young steerage passenger very much home and sea sick.

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
SU	14-Sep	34	Had all the boys out for their baths this morning. Service held on the poop under a large awning. Etimes is a great success so far & numbers of the passengers are asking to have it printed when we get to Christchurch.	Very fine service held on the poop. Bible class at 2:30 PM, service on the main deck at 6:00 PM. Mrs. Fairhurst (3rd class cabin) gave birth of a daughter at 11:15 PM just as we entered the tropics.	Fine weather. Breeze sprung up again. Service on the poop. Service on the quarter deck in the evening. Bible class in the boat in the afternoon. Saloon passenger got drunk in the evening and offered to fight any man on the ship either passenger or sailor. He however was led away from the fo'castle without any injury and it was well he did under the circumstances. Expect to be in the tropics tonight.	Rose at 5:30. Had a bath, cool morning. In the SE trade winds making good progress. Service at 11 am. Bible class at 2:30 pm. A discussion arose on "The Lord hardening Pharaoh's heart". At 4 pm one of the saloon passengers got back (<i>in a state of intoxication</i>) wanting to fight with one of the sailors. The assistant in saloon drunk also. Had tea at 6 pm. Thompson tried to speak but made rather a failure. At 11:30 pm Mrs Fairhurst was delivered of a young daughter. We are just now in the tropics.	
M	15-Sep	35	Heavy rain in AM until 9:30. They pinch us sadly of porridge, serving us about enough for 4 for 10 of us. Now inside the Tropic of Cancer though so far it is very pleasant in the shade. I suppose we may expect shortly to be in the Doldrums (<i>the area about the equator where the NE trades fade out</i>) and will have to dodge about until we catch the SE trades. Generally 1-3 weeks to work through the doldrums. Harold fell down the cabin steps and hurt the back his hand. The doctor applied some liniment & bandaged it.	A very large fish came along side of the ship for awhile. It measured about 35' in length. It was said to be a Grampus, it was very like a whale. There were flying fish yesterday. They are very small, the largest about the size of herring. They are like a swallow and flies very like them. Their wings are very large to the size of the body.	Weather splendid, in the tropics early this morning - Tropic of Cancer. Heavy showers at intervals, had fine bath this morning. About 4 o'clock, it poured down and was quite refreshing with the hot weather. Birth of a female child about 12 o'clock by Mrs Fairhurst, just on entering the tropics. She is to be christened "Euterpe". Fine NE wind & going on splendid. Sea moderate.	Rose at 6 am. Rain, everyone busy catching water. Spent the morn till 12 noon grinding biscuits (<i>to make flour</i>). Lime juice given for the first time. Today a shark seen but I didn't see it. Repaired Tichbon's locket 6d (<i>six pence or half a shilling</i>). Some birds about the size of pigeons cam on and about the masts of the ship, one was caught by the 3rd mate. Slept in one of the boats til 12 o'clock. A stiff breeze struck up during the evening and sent us at a good speed.	
TU	16-Sep	36	Another fine & hot day. Had all the boys bucketted. I was learning to make a net last night, a young gentleman was doing one for me and giving me lessons. So last night after the net was finished I gave it to Bowring fro him to get salt junk towed in it. They say towing the beef takes the salt out & leaves it quite edible.	A sale took place at 3:00 PM. M. Middleton acted as auctioneer. The articles were of a miscellaneous character consisting of potted meats, salmon, lobsters, sardines, preserved milk, tobacco, candles, dishes, tins, woolen and linen packets, hats and caps, cheese, lemons, sugar and leather laces. The bidders were very keen especially for milk and potted fish. They went for 4 times their value. Clothes go very cheap and those that wants money to drink will sell a good suit for a few shillings and drink is very dear on board. Some sell their bread & we can get sixpence for a bit about the size of our hand. In the evening the children's singing contest came off. After each girl and boy had sung two pieces the prize was awarded to John Austin. M. Duff gave the prize and on ascending the platform said that the prize, a model ship was made by M Wagstaff	Fine day & good NE breeze. 2 vessels visable about 6 o'clock & we have no lights out & has not had since we cleared the Channel. Sale by auction on deck when a lot of articles were offered & realize good prices.	Very fine weather. Miss Jacobs asked Whiskey to get her some beer and gave him as he thought a half sovereign to pay for it, but it was a brand new farthing (<i>a quarter of a penny. Incident also described in poem in Euterpe Times #4</i>), some fun. Sighted 2 vessels about 6 pm, one got very near about 10pm, I was asleep, we had no (<i>navigation</i>) lights but they had both. What mean beggars Shaw Savill and Co are. Slept in a boat all night for the first time.	
W	17-Sep	37	Last night a red light i.e. the port light of a ship was seen on our starboard quarter we were all considerably exercised in our minds at this as our ships lights have not been shewn for a week or more & this was about 10:00 PM. After awhile the other ship appeared to change her course for we now saw the green or starboard light & she passed astern of us. Had a sale by auction yesterday. All sorts of odds & ends were offered. Anything fresh in the edible way fetched high prices. Guy fell down our stairs again.	A very large bird named an Albatross came alongside. Also a shark came across the fore end twice.	Spendid tropical weather and fine NE breeze. Moderate sea. Tichbon's birthday party held in our cabin when a joyful evening was spent. Very hot today. Fine evening	Saw I should think 100s of flying fish. Slept in the boat all night. Stiff breezed got up at about 6 o'clock and remained the evening. Took us on rapidly. Sat long time watching the lightning, it was grand.	
TH	18-Sep	38	Had a birthday party in our cabin last night to mark Mr. Tichbons birthday. The Chief Steward assisted the host by the gift of some tinned salmon & raisins & nuts. The 3 Mates came down to drink the toast of the evening but at once returned to their duties. After tea we had singing & joking & perspiring until 10:00 PM when we sang God Save the Queen & then came on deck for a Cool. This morning is hotter than any dad we have yet had. Harold's friend Aleck (the Capt's. son) says that his Father considers this to be the beginning of the hot weather.	Fine	Nice day and fine NE winds. Vessel in sight, too far off to signal. Singining contest for children for model boat made by M. Wagstaff. Duff presented the prize.	Very little wind. A singing contest for children under 10 years at 6 pm, prize a book (<i>Charlesworth reports the prize as a model boat made by M Wagstaff</i>). A boy about 10 won it.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
F	19-Sep	39	Last night a singing contest came off for the children. We sleep one at each end of the bed, lying side by side is just out of the question at all events in these latitudes. What with the narrow bed, 3'-6" wide for 3 of us, self, wife & baby & the last thought least, takes up most room of any of us & what with the stinking, close, confined cabin we are nearly suffocated. I am quite of the opinion that some one is to blame for allowing a ship like this E to go to sea with such a few really necessary sanitary appliances. I have before taken exception to the WCs which are disgracefully constructed, then we have no baths, the men turn out early & throw buckets of water over each other & this past 3 days the Capt. has had a space on the quarterdeck screened off with a spare sail as a bathing place for ladies - from say 5:30 to 6:30 AM no convenience of any kind. My wife had a bath yesterday morning. Then we have only one force pump on board & for more than a week that one was broken & if a fire had then occurred we should have been entirely dependant upon hand buckets-	Fine	No observation taken today, weather squally & dull accompanied with heavy tropical showers. Lost NE trades. Southerly winds have set in, sea moderate.	Slept out the night. Got up about 5:30. David slept out as well, thought it was going to rain at about 10pm. We were rather startled by the sailors flying around the decks reefing the sails, a squall ahead but fortunately it passed off, it look fearfully black. The day passed pretty comfortably. At about 8pm a squall came on, the wind did roar and it remained a torrend of rain for the night.	
F		39	it would have been broken yet but a passenger (M Wagstaff) took & repaired it; the remunerations offered him for doing so was so munificent that he told me himself he should not have done it. Then the hose pipe is so poor that they dare not use so it takes more than two hours to draw fresh water. Then in our cabin we have no proper ventilation, we have put a wind sail down, but the only place we have to put it is down the hatchway (our stairway) so that we can hardly get down or down the foul air shaft which is close to the stairs, in fact on the hatch cover. Just had dinner - a cup of pea soup & a little, very little sago pudding. Too hot in the middle of the day for meat, especially when you cannot get it.				
SA	20-Sep	40	Very wet morning, turned out early & all fresh water bath in the scuppers running off the poop down a hose pipe which we held over ourselves. No concert last night. M Tichbon disgusted at M Attreed's refusing to permit Mrs A to sing. He thought to miss one would cause them to be better appreciated another time. Had a tropical squall last night. This region of the Doldrums or variables is subject to sudden & violent storms. Also the sailors spend much time shifting yards and trimming sails to catch every wind that blows.	Very wet, this is the first wet day he have had since we left the channel.	Heavy squals & moderate sea. Southerly winds, tacking etc.. Course SE		Number 2: Comments to the appreciation expressed for the first number and discusses enquiries regarding printing issues upon arrival. Discussion of trade winds. Describes services held. Notes w/pleasure the birth of Mrs Fairhurst baby. <i>Still no mention of the child's name.</i> Reports on the sighting of a 35' Grampus w/the opinion that it was probably a whale, <i>even though the writers did not see it.</i> Reports on various ship sightings and comments of the passengers concern because E's running lights were not lit with the observation the the Capt. would take care of us, themselves and the ship even though it necessitated the expenditure of two or three pennyworth of oil. Seriously tongue in cheek commentary regarding the duties of the 2nd class cabin steward. Description of the auction sale with observation that the prizes realized would average from 100% to 120% over the cost. List of ship spoken. Announces that M. Tichbon has decided to not take steps toward holding an entertainment this week <i>apparently due to lack of interest.</i>
SU	21-Sep	41	The day is cloudy, more like a summer day at home, say in August, than one would expect - only 84 in the sun, 79 in shade & in the sea 81.	Sunday wet, service as usual.	Weather fine but occasional showers. South wind yet. Still tacking. Service on the poop & service in the evening.		EUTERPE TIMES NR. 2 CONTD. Reports on the children's singing contest. Describes M. Tichbon's birthday celebration. Lost and found listings including a gold lace band, a pocket knife, diary. A Real Potato was also reported found. Usual collection of poems
M	22-Sep	42	Sighted 3 ships that all turned to be outbound so no opportunity to send mail via homeward bound ship. Usual service held in the evening.	Wet, vessel in sight. The Capt. said he thought it was homeward bound so nearly all the passengers had got letters wrote before they saw she was going out. In the evening sighted a Swedish barque who signaled for Greenwich time. She was bound for the cape, sixty five days out.	No observation put up. Weather fine with occasional squalls. Very hot. Shoal of grampus, bonito & porpoises seen today. 2:30 PM signalled a Swedish vessel from Umea to Cape Town, 65 days out. She asked for Greenwich time which we gave.	Got up at 5:30. Spendid morning. Spent the morning grating up biscuits and making a mustard spoon. Put a mainspring in M Foat's watch and cleaned M Mason's the afternoon. Sighted 4 vessels today. Thought one was homebound but was not. Signalled to one and she said she was from Sweden bound for the Cape with wood. Saw a large whale and some porpoises and Spanish man-o-war fish-its pink.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
TU	23-Sep	43	A fine morning, turned out a very heavy, wet & dull forenoon. Everybody is catching soft water for washing and getting wet through - we are in the Tropics in the wet season, so must not grumble at wet weather. Have just had a decent dinner. New Zealand mutton, a smell of onions & preserved potatoes - finishing w/a plum puddings. The young ones think it strange we hold have a plum pudding so often, but we have no choice, it is rice or sago occasionally but plum nearly always.	Morning very fine...a few large porpoises (or sea swine) came jumping around the ship. Morning service in the saloon and evening service down the ship. Morning wet, cleared in the evening, a few ships in sight. A very large whale came near the ship for a while and hundreds of porpoises following it and turning summersets out of the water. We could see the whale for miles making water spurt up in the air	No observation put up. Tropical showers all day. Southerly winds still blowing. Sea moderated & very hot. Steamer in sight a good distance off homeward bound. We all prepared letters to send home but she steamed away without noticing us hardly leaving all of us disappointed. M. Chapmans birthday party in our cabin. Enjoyed ourselves rarely. Dead in the afternoon, we had our porthole open a little when a sea came in and flooded our cabin. It however was soon dried out & no serious damage was done. Shoals of fishes about. Another Swedish barque signalled also bound for Cape Town.		
W	24-Sep	44	A splendid hot morning. Last evening we had another birthday party in honor of M Chapman's birthday (the Steward) he provided the extras, tinned lobster, salmon & a plum cake. Toasts, singing, fiddling up to 10 PM when we had our usual God Save the Queen - M Rosen the half & half Yankee refusing to rise while it was sung - confirming our opinion we are all forming that he is a conceited & disagreeable young puppy.	Spoke a Swedish ship	Fine day but showery. Auction sale again today wieh plenty of bidding took place. Several vessels seen a good distance on the horizon.	Got up at 5:30. It's suffocating below. It's a splendid sunrise. 7 vessels in sight. A nice breeze striking up, going on nice. Pulled Bealy's tooth. Cleaned Lut's watch, altered Richard's and repaired some jewellery. Bought at the auction a bottle lime juice, tin kettle and knife, fork and spoons.	
TH	25-Sep	45	A beautiful morning w/a strong breeze blowing nearly ahead of us, though we are getting along at a good rate, about 4 points (45 degrees or so) east of our proper course. 3rd Office says we should cross the line on Saturday. I am much afraid this miserable sea life is developing a lot of selfishness & bad temper in most of us. We are on the worst tack of any for comfort. The wind on our stbd, bow just above the direction in which we want to go, so that we are close hauled and sailing as nearly into the wind as we can - so that it makes the ship heel over very much on to our side & altogether makes things unpleasant.	Spoke an Italian ship from Cardiff with coals for Buenos Aries 48 days out.	Weather showery, sea moderate. 4 vessels in sight, signalled one of them at 5:30. Italian barque found for Buenos Ayres from Cardiff with cargo of coals, 48 days out. She came very close to us, on our starboard beam and sailed a good distance along with us. When darkness set in and we were then both lost to view. Southerly winds, 5 points of our course. Splendid night. Slept in boat all night.	Got up at 5:30. Two ships in sight. Pretty fair breeze, dull weather. Repaired water can and lamp. At about 9 pm while sleeping on the forecassle I was aroused by the breaking of a chain. Made a great noise, had to shift. Wind rising.	
F	26-Sep	46	Out soon after Six, a nice cool time of day. Claude up to see Jack Bargh who is doctoring a bad stye in his eyelid. We are rather badly off for grub just now. If we open a tin of meat & they only serve out 6 pound tins, it is fermenting the next day so that what is not eaten at once has to be thrown away. Have spoken a small ship (almost close enough to have heard each other it trumpet had been used) this afternoon. The Mary Bowen of Swansea with coals for the Cape. She is a Barquentine, 500 or 600 tons. As we near the line we seem to get near quite a number of vessels as they all try to cross at the same spot & as the wind is contrary we are all tacking close to the wind.	Spoke an English schooner named Mary Bowen from Swansea to Capetown 42 days out.	Splendid weather, sea moderate. Writing Euterpe Times all day. Steering nearly due west out of our course. English Schooner signalled at 2.0 PM from Swansea to Cape Town 42 days out (Mary Bowen) - Slept in boat all night, too warm and suffocating down below, warm night.	Got up at 6 am. Four vessels in sight. Strong breeze but not fair for us, throwing us 3 points off our course. Annie was very unwell so I turned to and made a nice pudding, a very fair attempt for the first. We overtook a barque today, the Mary Bowen of Swansea and had the pleasure of leaving her behind. Spent the evening in singing music and dancing. Slept on deck till 12 o'clock.	
SA	27-Sep	47	Fine morning. Got 'Times' ready early this week - only going to have 2 or perhaps an extra one for Saloon is they copy their own. Down the main hatch (married peoples steerage quarters) they cannot afford to give me paper to write their copy on & so we are going to leave them without one in the future. They are a mighty jealous lot, say it a class paper because it is got up in the 2nd Cabin, while really my principal contributor is a young fellow in the steerage (passenger Walter Peck composed all poems in the <i>Etimes</i> , signing himself <i>Euterpean</i>)	Wind against us and has been for a few days.	Fine weather. Steering SW, sea smooth. Euterpe Times out today. Fine moonlight night. \	Got up at 5:30 am. Spendid morning but nearly head wind. We expected to cross the line today bur are 2.29 (degrees) proud (??). Have been busy all the morning preparing for tomorrow. One of the bobstays broke the other evening and this afternoon the other broke, a good job its not a gale as we should be in danger of having our rigging carried off, but they repaired it just at once. Felt very much at home and friends during the evening on the forecassle. There was plenty of music.	Number 3. Notes that E has moved from latitude 11-42 to latitude 4-29 since Nr. 2 was published, a gain of 433 miles. Describe apprehension of some passengers regarding crossing of the line possibly causing the ship to bump violently. Other passengers expect to see a line similar to a clothes line. Describes the sighting of 10-12' shark. Announces that the special correspondent to the <i>Etimes</i> from the intermediate cabin has been deposed, having grossly neglected his duties. Mentions previous Sunday's service on the poop having a smaller congregation. Sanitary Report states that the ship is in good hygienic condition and notes that despite the excessive heat there is not a single case on the sick list. Also calls the attention of some of those who occupy the enclosed cabins down the forward hatch to danger incurred by the reckless manner in which they burn their lamps and opines that defaulters will certainly be deprived of their lights during the remainder of the voyage. Describes recent auction sale.

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
SU	28-Sep	48	Did not get up until 12 noon as there was nothing to breakfast to tempt me & I was feeling awfully disgusted with the ship & all its belonging. On Friday night one of the bobstays carried away and yesterday the other one gave way, so that we were in danger of losing the jib-boom, the jib sails were at once taken in & temporary repairs made.		Beautiful day & good breeze. Steering S by W. Bowsprit found to have shrunk. Sailors busily securing it with spars & chains all day. Service on the poop & service in the Intermediate at night.	Got up at 6:00 am. Beautiful morning, 1 vessel in sight. Annie is very unwell, unable to do anything. We washed up and prepared dinner. Went to Church at 10:30. David gave a short address in the evening on "Prepare to meet thy God", good attention given. A stiff breeze but nearly head.	Describes the celebration of the first steward's (M Chapman) birthday and wedding anniversary. Lists ships spoken.
M	29-Sep	49	Nice cool day, very pleasant, singing & reading - & nursing - Baby is not at all well. Expect now to cross the line Thursday.	Wind against us.	Beautiful weather. Sailors engaged with bowsprit & jib boom all day. Flying fish seen all day in great shoals. Fishing etc. Dancing in the evening on the quarter deck. Fine night and warm	Up at 5 am since warm. Made baked potatoes and a baked pudding for dinner and tea. The baked pudding wasn't very nice since I don't think it was soaked. Cleaned Leakes watch the afternoon. A plenty of music and dancing and athletic sports during the evening. Still head wind. Beautiful sunset.	
TU	30-Sep	50	Baby is much better this morning. Lizzie gave him a soothing powder. Guy is very poorly, fretful & feverish. I am giving him aconite (an herb-wolfbane). We are fortunate in having a nice cool breeze.	Wind in favour; we expect to cross the line at midnight. About nine O'clock old Neptune shouted from under the Bowsprit (it was one of the passengers who acted Neptune, he was dressed with an old coat and long whiskers made of towed flax) A good number of the passengers went on the forecastle to see him, and some of the sailors and passengers had the boats full of water, unknown to most of the passengers, and when Neptune had spoken awhile from below the bowsprit, he called for water and those in the boats throw water on the passengers that was hearing Neptune speak. Then they started on all parts of the ship to throw water on all that was on deck and none escaped not even the Captain. Only the women that was below escaped & few in the single mens cabin that was frightened turned into bed to get clear but about twelve O'clock they pulled them out of bed and took them on deck and gave them a good wetting. Only three on board got the customary shave, with tar and slush and scraped with a piece of hoop iron.	Weather fine. SE trades are now blowing us along on our right course. Fishes seen enumerable, both great & small. Crossed the Equator this evening when a great deal of fun was experienced by dowsing each other with buckets of water. Several of the sailors shaved some of the chums who had not crossed the line before. The shaving is done publicly on the deck. The put tar and dirt on his face for lather then scrapes it off with a large wooden razor. They then asked him what his name was & on answering he gets a mouthful of tar & dirt and buckets of water are freely thrown over him. This was performed on our steward and on one of the new sailors but the Captain would not let them perform on the passengers but as for water we were all thoroughly drenched through. Dancing was also done freely in the evening and altogether night of a queer sort was enjoyed very much. Even the ladies joined in the water fight. Fine evening.	Up at 5:30. Annie is very unwell in bed. D and I made a boiled pudding for dinner and it answered well. Cleaned and repaired 2 watches this afternoon. At about 8 pm Neptune came on board and we had a jolly spree at water throwing till 11:30. All the young men had to go through it.	
W	1-Oct	51	We crossed the line since yesterday; at least we suppose we have. The sailors signed Articles not to make any disturbances at crossing the line & so the passengers took the matter in hand - several have been sailors & arranged to do a little shaving on their own accounts. One of the men who was spotted for shaving turned up rusty & threatened to knife the first one who touched him - so that there was nothing of that kind done. It resolved itself into a sort of dowsing or sowing match. It commenced by some fellows getting buckets up into the boats on the quiet (the boats are kept half full of water to prevent the wood drying) and they began throwing water on to those below, who of course returned the compliment & until after midnight the deck was a regular deluge & screams & shouts of laughter were constant. This afternoon we had some sports. We had races, 5 times round the deck, 3 legged races, races carrying pail full of water on the head, tug of war.	Sports were held to day to commemorate the crossing of the line. The sailors got holiday for the afternoon. First on the program was a race over the main royal yard. The winner received 6/- and sec. 3/-. Next 2nd came the tug of war between ten sailors and ten passengers. The passengers won two out of three times. Foot race, five times around the deck. Fourth, three legged race, once around the deck. Fifth was hand over hand, up a tight rope. Sixth, Sack race. Seventh, Carrying buckets full of water on their head, Eighth, boys race, Ninth foot race, boys and girls.	Splendid day & good south east breeze, sea moderated. Very hot, could hardly bear in the shade. Fine sky scenery. Euterpe sports held today. Fine night.	Got up 6 am. Annie still unwell. D and I made a pie for dinner, answered very well. Crossed the line through the night. Had several sport the afternoon. Sailors had half holiday. Young Peck was shaved during the evening and a half of a sheep stolen during the night. Went up the rigging for the first time. Tried my hand a washing some towels.	
TH	2-Oct	52	Quite a dull morning though the awnings have been put up, so I suppose the officers expect the sun shortly. Yester evening there was dancing. After dancing a while they began playing leap frog and while at these games 3 men with faces blacked & dressed in oil skins came behind M Peck & suddenly seized & threw him down crying 'a shave, a shave' & immediately covered his face with tar treacle and then drenched him with water; it was done so quickly & quietly that he had no chance of resisting. He was awfully wild as it was he who threatened 2 inches of cold steel to the first man who attempted to shave him.. Of course that was taken as a challenge quite as much as a threat & I was not at all surprised when he was seized.	Raffle of a watch. The sailors were forbidden to take any part in shaving the passengers while crossing the line. But there was on one lathered with Treacle and Tar and shaved with a piece of iron, tonight, because said he would fell the first one who touched him.	Weather fine & steering SSW. Good breeze. Watch raffle this afternoon. Rosen won by 4 throws at the dice. Captain's birthday party in the saloon. Splendid moonlight night.	Up at 7am. Prepared dinner and repaired an earring. A watch drawn for the afternoon. Went up the rigging and had good quiet read all the afternoon. What a vast expanse and nothing but water water. We have splendid breezed though not quite in the right direction. From the rigging can see thousands of flying fish. Music an dancing during the evening.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
F	3-Oct	53	Nothing particular to record. Guy was rather worse again last night so got some medicine from the Doctor. He seems much better today.	Another watch was raffled.	Spendid weather, good breeze. Writing Euterpe Times all day. 12. o'clock meridian. Sun exactly virtual over us at this particular spot and time. Today someone stole some fresh mutton hanging out on the quarterdeck. It is supposed some of the fellows down forward stole it but the cook was always on the track & I hardly think they had the benefit of eating it. Euterpe ports continued this evening. Rosen's supper at night for winning the watch in our cabin and was heartily enjoyed, I'll assure you. Fine night	D and I prepared dinner. Annie still unwell but a little better. We threw in <i>(a raffle method based on throwing dice)</i> for a ring and watch. Annie won the ring.	
SA	4-Oct	54	Up early & got Lizzie out & she had a bath - got her an early cup of tea, so she is quite lively in the midst of her cleaning down, Saturday being usually devoted to getting matters to rights in our cabin & washing the floor. Rosen (the Yankee) won a silver watch in a raffle on Wednesday & so last night we had another party in our cabin; grog, nuts & raisins being the fare & songs & chaff (good natured teasing) the amusements. Soon after I turned out the morning I saw the 2nd Mate McMillan fighting one of the Swedish seaman. Mac had the man's head under his arm in Chancery & gave his face a sad mauling. I'm afraid the officer was scarcely justified in striking the man & he will be retaliated up if he does not take care - this is the 2nd Swede he has quarreled with and in both cases he was rusty for very little. We are now surely very near Brazil in S. America.	Good breeze, we have been going well since the day before we crossed the line.	Fine weather but had a heavy squally night. Fine breeze. 8. o'clock AM fight between McMillan 2nd Mate & Adams (sailor) - was caused by Adams not doing his duty while the decks were being washed down. Dancing in the evening and a very fine night	Mate (2nd mate McMillan) and a sailor fought. Find the wind is getting stronger in SE trades. I joined in some games during the evening.	Number 4. Opens by trying to correct a wrong impression as to the province of this paper. Intended to be a chronicle of doings and sayings and incidents connected with this our voyage to NZ and we beg to assure those persons who may consider that the publication is only for one part of the ship and not for others. <i>Apparently there were those that felt that the paper was for and about the inhabitants of the 2nd class cabin. Methinks M. Ellis doth protest too much.</i> Reports on the crossing of the line that 1002 miles have been made good since the last edition of the Etimes. Remarks that the Capt's service on the poop was better attended than previous. Detailed description of the crossing of the line celebration. Comments on the loss of the bobstays. Reports that able seaman Bailey is suffering rheumatic fever but is recovering. Detailed report on the results of the sports day. Reports on the observation of Capt. Phillips' birthday in the saloon. Comments on the "cowardly" attack on the "gentleman" who threatened to stab anyone who tried to shave him incident to the
SU	5-Oct	55	A fine day with good breeze blowing - attended Capt's. service on the poop & had a pleasant service. Just had dinner - Australian meet & preserved potatoes made into a pie and a tart afterwards. This is quite a grand Sunday dinner. The food being provided by the owners for us poor Emigrants is of such a quality, even in 2nd cabin, that my round paunch, which all my friends in England so well remember, has turned about & is going in towards my backbone.	Service on the poop. Sighted an American barque; signaled to her but they only answered by hoisting her colours.	Fine day and warm. Large steamer homeward bound in sight. Service on the poop by Capt. Phillips in the morning, in the evening in the Intermediate cabin. Very warm day. Several large fish been observed today.	Up at 6 am. Service at 10:30. Sighted a vessel at noon, home bound. Spent the afternoon reading. Service at 6 pm. Thompson preached.	crossing celebration. Describes the watch raffles.
M	6-Oct	56	A fine breezy day, warm & having sudden squalls every hour or two. Lizzie has been doing a bit of washing but the rain interferes with her drying arrangements. Have just had dinner - cup of pea soup & spoonful of rice pudding. I could not touch the salt pork & preserved potatoes. We have all sail set (except stay sails).	Sighted at 11:45 AM a British barque from Rio De Janeiro, homeward bound. Asked her to report us all well. At 6:30 PM spoke to the Coowapie of South Shields, homeward bound.	Weather squally and rain. Several vessels spoken including American barque 11.45 AM but she either could not read our signals or had not the code flags as she only answered by raising her colours. British barque from Rio de Janiero in Brazil homeward bound. Asked her to report us well & American barque which asked for our longitude & we gave it to her.	Up at 6 am. Stiff breeze. Sighted an American vessel and 2 English home bound, but had no chance to write. Passed another English vessel bound for North Shields. We signalled and she promised to report us well.	
TU	7-Oct	57	Today is ditto to yesterday, fine, squally & breezy. The inner jib sail has been torn away this morning & the bowsprit keeps dipping its head into the waves and half drowning the people near. Have been getting up a raffle for a revolver 30/- in 1/- shares. I did not win revolver.		Changeable weather & rough sea. Good wind	Passed an outward bound vessel. The wind almost had, driving us on the coast of South America from which we are 180 miles distant.	
W	8-Oct	58	Today we have hade boxes up again to put away warm weather clothing & to get out what we shall require <i>(for colder weather)</i> While I have been writing this a Greek sailor called Antonio and the 3rd mate, M. Romer, have been fighting.	Weather very fine and going well. They took our boxes out of the hold, for the second time since we left London. While they were taken them out, a fight commenced between one of the sailors and the third Mate (the sailors and mates are a mixed lot of all nations). The sailor refused to work after, and he was put in irons.	Weather fine. Boxes all brought up from the hold. Off the Brazilian coast. Daring fight between Romer 3rd Mate and Antonio, sailor (Greek). It took place down in the hold and I can tell you they were both a fine sight when they came on deck. The sailor then offered the 3rd mate to come in the fo'castle which he did & they then had to be parted fearing some knife practice was going to be performed. Antonio was kept in irons for 2 or 3 days & fed on biscuit & water. Our steward was cut down in the night while asleep in his hammock by one of the passengers, he having a great deal of malice against him. Fine night.	Very fine day. About 1 pm 3rd mate struck a Greek sailor and a fight ensued. The Greek threatens and is put in irons. Fear of a disturbance.	

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TH	9-Oct	59	The fight yesterday was caused by Romer's short temper, he told the man to do something & the man did not understand, so he struck him & knocked him down on a cask & held & pummeled him without giving him a chance of returning it, however when he got his liberty he challenged Rome to come up & fight him & they had another tussle & he would possibly have punished the officer but was pulled off. He was put in irons by the Capt. because he would not promise to be quiet & go to his work & let bygones be bygones. The skipper severely reprimanded the mate for his temper. Almost unanimously the passengers take the side of the seaman & think Romer much to blame. Another auction of odds & ends today.	A sale took place like the other ones. Sighted an American barque. She signaled for our longitude which we gave her. In the evening there was raffle for a revolver.	Fine day and good SE trade wind blowing us along. Sea moderate. Auction sale at 3. o'clock by M. Middleton. Fine evening.	Very pleasant day, fair wind. Auction at 3 pm. Went to lie in my bunk at 7 pm and slept til 10. Lost my supper.	
F	10-Oct	60	Another beautiful day. They have been busy fixing stays to the stanchions in front of the saloon, this looks as if rough weather was expected. Have got Etimes ready for this week and 2 gentlemen are busy making fair copies from my rough draft. Pea soup thickened w/preserved potatoes was my dinner today, could not touch boiled salt port - would have been content with bread but have none to spare or should go without at teatime & we have no flour until it is served, perhaps this aft'noon. As for the sea biscuits with which they have the impudence to supply us, I do not intend to try one of them again unless I am reduced to the last extremity of starvation. I should like to put in my paper what I think of the owners & provisioning of the ship, but if I did of course the paper would be at once shut up by the powers that be.	Children's sports that were postponed on account of darkness on the day of the Euterpe sports, came off today, which caused great excitement. The last was a singing contest of girls and boys, won by W. Taylor. After came off the fifth concert. We crossed the line in longitude 24-38.	Beautiful weather. Off Permanbuco in South America (Brazil). Sailor at night looking out from the Fore mast top for breakers. About 200 miles from Brazil. Writing Euterpe Times all day. Calm this afternoon - childrens races continue from the Euterpe Sports. Concert held in the Intermediate cabin in the evening & the Euterpe Drill Parade on deck in the evening by M. Ellis. Fine night.	A flying fish was picked up early in the morning. Pleasant weather. At 7:30 there was an open air concert. The majority of the songs were very creditably given. One by Mrs Foad "Come where my love lies dreaming" brought forth a wild encore.	
SA	11-Oct	61	Dead calm nearly all day. I understand the SE trades are done with and we are now in a region of variables. Another concert last night (after two weeks rest). For this evening there is a programme of dances posted to commence at 7:30. After tea yesterday, the children's races came off & Claude beat all comers 3 times.	Very calm. We expected to be out of the tropics in a day or two, but this has stopped us. In the evening there was a ball on the main deck. Just as it was getting dark two whales were seen going past the ship.	Splendid and sea very calm. Boobie bird caught on the main royal yard by sailor & sold to one of the saloon passengers. Shower bath this morning again. Shark observed today. Dancing in the evening on the quarterdeck. Slept in boat all night. Very fine night.	Got on deck at 3:30 am and for the first time saw the Southern Cross which is 4 stars the shape of a cross. Only 4 are visible with the naked eye, but with a telescope they can discern 7. It acts as a guide to mariners just as the North Star does further north. Joined in a drill the early part of the evening, and after there was a dance.	No. 5. Reports: that 975 miles were made in the previous week, ship would be out of lime juice region by Tuesday. Sunday services, an auction sale in which tinned meats, fish, and sardines and marmalade were the chief items of interest, results of a raffle for a revolver, M Rosen, the winner of the watch raffle last week, entertained a number of his friends in the 2nd cabin, the 5th and most successful concert to date was held, results of the previously postponed children's races. Reported the slaughter of another sheep being the occasion of great rejoicing down the fore'ard hatch, not that it was supposed that any part of it would find its way down there. The editor chides those that were in favor of starting the Euterpe Times but have yet to do anything in the way of assisting in its publication. Lists ship speakings during the past week.
SU	12-Oct	62	The calm has continued all day, I should hardly think we have gone a mile. We all attended Capt's service on the poop this morning; and the aft'noon there has been great excitement about some sharks which are about. Some sailors attempted to catch them. We have had our port hole open all day, the first time since we left the Downs. Very short of bread again. Since tea Johnson a Swedish sailor has caught one of the sharks from off the Fore'sle top. We have had the most beautiful sunset tonight I ever saw, or saw depicted by artist. The sea was like a sheet of yellowish gold w/shades of purple and one bright line of glorious fire right from your eye along to the setting sun.	This has been the most memorable day for excitement since we left the docks. The sea was like a great table; we could scarcely tell the slight motion, and the water was so clear that we could see a great way down, some said a quarter of a mile. The sun rose beautiful. (It rises and sets very different in the tropics than it does on land. It has beautiful colors.) And soon after we could see a whale about half a mile off; it came up to the ship a few ft. off and blew up twice against the ship and raised its head and back out of the water and then made off. He could of easily been harpooned. After dinner a fine shark came gently swimming around the ship accompanied by his pilots. These latter were from 2 to 28 inches long and coloured very like the mackerel. Some went right before his nose to steer him, and other small fish by thousands followed behind. <i>Several attempts to hook the shark were unsuccessful.</i> And after tea stronger lines and hooks were got and was not long before he took hold. They pulled him a little out of water and put a noose around his tail and hauled him on deck, <i>where they</i>	As fine a day as ever witnessed in my life. Sea is perfectly on a dead calm. Not a ripple on the water. Can see on the horizon for 20 miles. Not a breath of wind. Sharks, Bonitos & regular shoals of small fish about. 3 sharks in sight. 6.30 Shark caught on the fore'castle by Johnson (sailor). It had 2 small sucking fishes stuck to it called suckers. You may depend the affair caused great excitement on board. Service on the poop held by Capt. Phillips but owing to the shark catching in the evening no service was held. Splendid sunset in the evening has I have ever seen yet and perhaps ever I shall see again. Several large birds have been seen today & a vessel a long way off was also seen. Whales was busily spouting about the ship in the evening & altogether the day passed among the most beautiful we have had on our voyage.	In a dead calm. Never saw a pond as smooth. Some large fish seen in the day. After dinner we had a look over the plan - find M Barrett is planned the afternoon and the 2nd the evening. How I should like to have a look in on the congregation. Great excitement prevailed throughout the day at the sight of 3 sharks. Baits were out from the fore'castle and poop during the afternoon. One took hold of a bait and was drawn 2 or 3 feet out of the water but it managed to slip it, but at 7 pm it took hold of a large bait put out by the sailors and drawing it out of the water they threw a rope over its tail. Of course then it was safe for us and amidst great excitement it was hauled on board. Its tail was cut off to kill it, in about 1/4 hours it was thrown overboard again. I managed to collar on of the back fins and cut it off. We are in a dead calm and the sunset is splendid. On this uncertainty there is about a sailing ship. We may be stuck here for a month or gone in an hour. Two whales about 11 am. Singing after the shark was thrown overboard.	

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				cut his tail and fins off and took his insides out. There was such a crush on to see that they threw him overboard. The sunset most splendid.			
M	13-Oct	63	We have another beautiful day; the calm gave way during the night & this morning a slight, very slight breeze. No record posted today as when the Capt went to the board he found the notice of the day before had not been rubbed out, so he walked into his cabin & left us in the dark as to what we had done etc. The evening is beautifully fine & I have been drilling the young ones, they enjoy it very much and the older ones think it great fun.	A little breeze.	Splendid day & very light breeze, going about 2 miles an hour. Fine night.	Fortunately we got a fair breeze. Helped Annie to wash.	
TU	14-Oct	64	Another beautiful day and a nice fine breeze on our port quarter. I have had the young ones drilling again and now Harold is busy making wooden guns to arm them with. I have a squad of about 12.	A good wind. We got out of the tropics at night. The Capt. Says he never knew so cool weather going through the tropics.	Weather fine. Engaged making sketches & monograms on different fellows arms for tattooing. Course SE. Vessel in sight this evening on the port bow. Dancing held on the deck this evening & a good turn up of musicians, etc.. Smooth sea, fine sunset & hot weather.	Fair breeze. Expect to get out the Tropics tonight.	
W	15-Oct	65	Another lovely day. Distance 80 is just posted, so we are moving, but that is all. If we do have a calm again & our friends the sharks visit us I intend having my rifle out & have a try at them.	Very fine. Saw a dolphin fish.	Morning very calm sea. Fine breeze sprung up about 6. o'clock & going splendid. Out of the tropics. Pass the Tropic of Capricorn this morning. Weather rather cooler. Instrumental music at night. Sea going up again.		
TH	16-Oct	66	Last night the wind got up nicely and this morning there is quite a messy sea, we appear to be sailing S by E and the wind is blowing E so that we are not going quite our course. The apprentices who have been on the ship for several years tell us that we may expect the sea on the decks several feet deep occasionally during the next few weeks & we shall have to hold on to the stanchions. & other permanent fixtures when we move about the deck. Dist 158 is just posted. Am busy for Etimes & Lizzie is making me knock off writing to go on mat making.	Very calm.	Weather fine but getting colder. The awning taken down. Whale observed by me and a fellow passenger in the evening from the fo'castle. We could hear it spouting out water on the port bow and on looking we could distinctly see him moving along & down again & was soon lost to view. Sails taken down again & stong ones put in place for rough weather. Fine night.	Good stiff breeze. Little excitement at 10 pm at the report of fire which only proved to be the galley chimney.	
F	17-Oct	67	A cold dull day. Sailors are taking down all the fair weather sails & putting up rough weather ones. Have been writing for the Times and Joss: (Joshua Charlesworth)	Very calm	Fine day, gradually getting cooler. Writing the Euterpe Times all day. Alarm of fire in the evening about 10. o'clock in the fore cabin.		
SA	18-Oct	68	Yesterday afternoon about 3:30 we were going along merrily when all at once the sails filled backwards, the wind having changed entirely, coming from exactly the opposite direction, by the time the sailors had got all yards turned & sails trimmed to fit the fresh direction of the wind it suddenly ceased & we had a dead calm. Lizzie has been busy all the morning preparing Guy's birthday cakes & tarts & c. It is the little mans third birthday tomorrow; he out of sorts again, -----'d the bed again last night (clean blanket put on yesterday) & was up again by daylight at the same old game.	Very calm.	Splendid night and calm sea. Dancing in the evening. Breeze sprung up about 6 o'clock.	Instead of a storm which was expected we found ourselves in almost a dead calm this morning. Changing sails preparing for rough weather. Had a rare up dinner of stew, potatoes.	No. 6. Congratulates the reading public on having passed through the tropics w/o serious illness. Opines that it has been a quick and pleasant passage through the hot region. Inquires into responsibility for cleaning the chalk board on which the daily position and progress is posted. Laments that the shark caught last Sunday was summarily thrown overboard as most of the passengers would have desired to make closer acquaintance with his highness of the deep. Reports a false fire alarm in the 2nd cabin and then goes on to discuss the need for detailing firefighting assignments to the passengers and providing some training. Reports on the ball held on the 11th. Provides some info regarding the island Tristan Da Cunha. Reports in detail of shark fishing. Reports two whale sightings.
SU	19-Oct	69		Sighted Baron Blantyre of Greenock bound from Cardiff to Calcutta with cargo of coals. 44 days out. It came in sight in the AM, on the same tack as us, caught up to us by 11:00AM and in the evening left us out of sight.	Weather fine and going on our course. Service held on the poop in the morning & service held in the Intermediate in the evening. Lots of birds about. 8.45 AM sighted the British ship Baron Blantyre of Greenock. Capt. Nelson from Cardiff to Calcutta with coals, 44 days out.	Up at 6 am. Church at 10:30. David preached at 6:30 "For I am not ashamed" etc. Rare up dinner of soup and roly-poly and good team blancmange and raisin cake. A heavy swell and she rolls. A sailing vessel passed almost within speaking distance. We signalled and found she was the Baron Blantyre from Cardiff to Calcutta with coals.	
M	20-Oct	70	I was suddenly taken very ill on Saturday evening, severe pains in my bowels & have been laid up since, jus got up before noon today. Lizzie has been sick, bilious, this morning & has gone without dinner & to bed to try & have a nap.	Very calm, scarcely moving.	Beautiful day & splendid breeze but going a little out of our course N by E, 5 points out. Lots of Cape Pigeons & Albatrosses about. Fine night & gymnastic exercises.	Stiff breeze. Several Cape pigeons and albatrosses flying about during the day.	

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TU	21-Oct	71	Have been busy all morning tidying up the cabin and putting summer things away. Am quite well again & so is Lizzie. Contrary winds, today we are 47 miles N of our position yesterday & still going NE instead of SE. We are making eastings but we cannot get south at all on this tack 'the starboard'.	Very calm, scarcely moving.	Splendid weather but rather rough & stiff breeze. Royals fired, out of our course. About ship at 6. o'clock. N by E. Less latitude today than yesterday. Cat washed overboard. Ship pitching heavily. Fine moonlight night.	Very stiff breezed. The ship has a queer sort of up and down motion. Again we are got in quite cold weather. Again David is rather sick. M Attreed and I were walking on the weather side of the deck and were remarking on the danger of slipping over the other and getting water over us on that side when a heavy spray came over which obliged one to change.	
W	22-Oct	72	A fine bright cold morning, just as we like to have it in May at home. Last night we had a small do in our cabin in honor of Guy's birthday.	Very calm, scarcely moving. In the night the top Gallant yard broke from its fastenings and came down with a run on the upper top sail; it was made partly fast and in the morning (Thursday) was lowered down.	Stiff breeze & head wind. Top gallants & royal sails furled on account of pitching to have no strain on the bowsprit for fear it should go altogether. Rough sea running. Tacking again. Fine moonlight night.	Wind still dead ahead and very cold. Expected to get to the Cape of Good Hope by this time but are a long way off. 2:30 Albatross, colour white plumage, slight tails of primrose.	
TH	23-Oct	73	Another fine May sort of morning, the wind still against us. Sometime in the night the main top gallant yard fell down & was caught & stopped in its downward career by the yard next below it. All hands were busy this morning getting it down & repairing the damage to rigging. Baby is very poorly yet, dirtying half a dozen napkins a night. I have forgotten to note the fact but for the past week or two, we have had quite a number of Albatrosses about the ship. We have caught none yet. They are caught from the poop, where we poor beggars are not allowed to go.	And one of the spare spars was commenced with to make a new one. Also an Albatross was caught with bait and line; it measured from tip to tip across the wings, ten ft. Its plumage was a beautiful white colour with slight tints of primrose; its body about the size of a swan.	Weather fine. Stiff breeze but sea going down a little. Main-top gallant yard broke loose last night about 12. o'clock and fell on the deck below making a dreadful row it having broken loose from the bolts etc. When it was examined it was found to be too rotten to put up again so the carpenter was employed in making a new one from one of the spare spars. Large albatross caught about 2.30 this afternoon by Master Aleck (Captain's son). It measured 10 ft from tip to tip of wings & was greatly admired by all the passengers it being the 1st caught but since that several have been caught. Fine night.	Splendid morning, but wind still dead ahead. During the night one of the masts broke away which caused a commotion with some but being asleep I knew nothing of it. An albatross was caught by one of the saloon passengers which measured 10 ft from tip to tip of wings.	
F	24-Oct	74	A wet & wild day, nearly all sails closely reefed and upper yards lowered. I think the wind is getting higher & higher, anyhow our officers appear to be preparing for the worst weather that can com. I expect we shall run down to 40 S in about 2 days if this wind holds and then we shall commence to run our easting down. Harold is out of temper again because I won't allow him to go on deck in the storm - in fact he is out of temper continually and I am half inclined to turn him out of house & home directly I set foot on land. I know nothing and as he is so much wiser & cleverer than I, he may as well do for himself.	A strong breeze with rain; in the evening came a gale, all sails were taken in, but the sea run mountains high, and the ship rolling heavily so that the main yards were dipping in the waves; in the night it was awful; we could not get a wink of sleep. Boxes, tins & boots were rolling about. Some messes lost all their weeks stores. The hatches were closed, but the water came through fast, so we were in a nice mess. No one could stand without having hold of something; we scarce could go on deck, for the sea was coming over like mountains and we often got we through.	Rough weather. Heavy NW breeze blew last night and rained heavily, got stronger about 9 o'clock. Nearly all sail taken down. First time since we left the channel that "all hands" have been called to shorten sail. Heavy sea running. Off the island of Triscan La Cunha. Writing the Euterpe Times under difficulties on account of rolling & pitching. On our right course again & going splendidly under top sails. Heavy seas coming over every minute and flooding the decks. Rolling 38 degrees.	A strong breezed till noon when a heavy gale sprang up which obliged the officers to take nearly all canvas and she rolls fearfully. The principal misfortune to me was my cap blew overboard. The tin pails, tea, sugar etc have been pitched out of the bed. Flying in all directions all night. Very little sleep.	
SA	25-Oct	75	The storm or gale continued with great strength & fury all night - the seas came right over the ship - we rolled tremendously & soon after getting to bed, the boards forming our bed bottom came away & we wee in danger of falling through bodily on to the youngsters below - of course we go up & refixed the boards & tried again, but it was no use, the boards were too short or the bed was too wide. Here was a go, looking out of our cabin I saw the steward & M Tichbon & M Young busy swabbing up the water which was coming down the hatchway in bucketfulse every prospect of all the cabins being shortly ankle deep in water. Repairs were made to the bed by the carpenter. Remained below all morning & after dinner went on deck & sat on our hatch cover. Lizzie was sat on the poop steps - after a bit the ship gave an extra deep roll on one side & she slipped off her seat onto the deck & as there 8" or a foot of water on the deck she slid right across into the scuppers here she go drenched with the wave which carried her & of course collected ther, she seized hold of a rope here,	Saturday morning as soon as it was daylight we got up to look after our things: some were looking for their boxes, others for their tins. I found one of my clogs the other end of the cabin, and I think if I had some boots I should have lost them, for I was the only one that wore clogs on the ship. Some of us went up on deck to was as usual, but while we were washing she rolled down on one side and we all went rolling about. There were no exceptions between passengers and sailors for falling. One woman was carried near the length of the ship with a wave, and another named Mrs. Owen fell and broke her leg in the cabin coming out of her bunk.	Storm last night, very high sea running & shipping tons of water every minute especially on the quarterdeck. Sometimes it came over the ship and went down the ventilators & into our cabins. Not slept a wink last night, engaged swabbing out as quick as possible. Ship rolled tremendously, sometimes going over 40 degrees and very slow in regaining her position on account of her bad loading. The Captain was very anxious about her I'll assure you. All passengers below all day. Could not venture out on deck. The wind dropped a little in the afternoon & a very heavy sea running at the same time caused us to roll worse than ever. Immediately more sail was quickly hoisted we having been under reefed topsails all the time. Large number of birds about all day. Rough dark night.	She still rolls fearfully in the morning. Foat and I were obliged to jump and hold fast the bulwarks to save being drenched. Mrs Owen fell.	No. 7. Laments the contrary winds of the past week. Reports on the falling of the min -top-gallant yard. Comments of the predictions by the poet of the "Unluckipee" that the voyage might take a full year. Comments on increased demand for tobacco pouches made from bird parts. Describes the trapping of an albatross by Capt. Phillips' son. Lists ships spoken; Baron Blantyre bound from Cardiff to Calcutta w/a cargo of coal. Ship had been previously chartered by Shaw-Saville in 1877 for a trip to NZ. Reports on Sunday services. Quotes a letter from M. Crossley commenting on the blackboard cleaning controversy and lauds the efforts of the Captain to provide for the passenger's comfort. Bases his comments on his 5 England/NZ passages.

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
			but was too stunned or surprised to hold on & on the return roll she was carried right across the ship to the opposite scupper & banged with great force with great force against the bulwarks. - the General & the 3rd mate ran & seized her and landed her safe & dripping wet on the top of our cabin steps. I was quite unable to help or try to help her, for Guy was fast asleep sat across my knees & it took me all my time to hold on to my seat by clasping the ventilator which I was leaning against. A lot of the women folk in the steerage fell at the same instant as Lizzie, one a very nice Lady names Mrs Owen had her leg broken as she went to change her clothes after her wetting.				
SU	26-Oct	76	A fine breezy morning, sea still high & the ship rolling and taking in too much water to be comfortable. Too much roll to hold a service, it takes the Capt all his time to watch his ship. - wind directly behind us, yards being set square so that the mizzen mast is doing all the work.	No wind, but a great swell; the ship rolling heavily, could not have service.	Weather stormy. Violent breeze but going on our right course. Rolling heavily, a great difficulty in getting meals. No service today. Passengers shooting at birds.	Fair wind. Still rolls fearfully. I was thrown off the main hatch and spilled the coffee. We are obliged to hold the basin for the others to wash. The afternoon the wind shifted a little to the side which steadied her for the night which enabled us to get a good night's sleep. A great variety of birds about, viz albatrosses, patagonian hens, Cape pigeons (pretty), etc. No saloon service in the morning and Attreed fell and injured himself. Some in the intermediate cabin objecting to service. D A and I went in the cabing and read a sermon joined by Mrs Weeks and Wagstaff.	
M	27-Oct	77	The morning came in cold, wet & miserable, it was so cold down in our cabin that I could not sit to nurse w/o my overcoat and hat on. Came on fine in the afternoon & has continued so since. Ship rolls considerably, but nothing like what we have been having recently. We are going bravely with all sail set square before the wind. Carpenter is busy preparing a new yard for the main top gallant, which has been delayed by the the bad weather.	We are now halfway on our journey. To look back it seems a long time, it being eleven weeks since we started the time, and we have been living near thirteen weeks on board ship. Yet the time has gone over very quick it looks to be very short. We cannot expect anything but a long passage for it takes a gale to drive her along, and then they are obliged to take sail in or they are carried away, or the ropes broken. There have been a few Cape pigeons caught, they are a nice bird with spotted wings and not quite so large as a duck. There has also been a few Molly-Hawks caught. There is scarcely any difference between them and the Albatross, but a little smaller.	Rough weather, stiff breeze, ship rolling heavily again. 6.30 Began running east with yards square & aviolent westerly wind behind us. Sea going with us which sends us along 2 miles an hour. Carpenter making new top gallant yard all day. Splendid moonlight night.		
TU	28-Oct	78	A fine morning, the wind strong & dead aft so that we are going along famously, we expect to round the Cape of Good Hope in about a weeks time. We are "running our eastings down. This morning had on spoonful of burgoo (porridge) to breakfast & when were all expecting our coffee &c we were told by our Steward that there was no bread for us, it was only just put in the oven; so those who could ate a ship biscuit and those who could not (Lizzie, I & one or two of the young ones) had to go without. This kind of work makes me feel very sore. There is no doubt our cook has to work very hard & Shat, Savill Co ought to hav eprovided a soperate galley as the cooking places are called for a baker & both would have plenty to do to keep things in decent order for 200 people.	Going well; some of the passengers are helping to get the yard make. A Patagonian Hen (or Stink Pot) was caught, measuring six feet across the wings. They are a dark brown bird and about the size of a turkey.	Fine day and rough sea. Very cold & going S by E at a good pace. Patagonian hen & Cape pigeon caught by master Aleck. Rolling as usual & larger waves as I have seen on the voyage so far. Very cold moonlight night. Cap of mine blew overboard. Carpenter engaged with main top gallant yard.	Very fine day. Cape pigeon caught and a patagonian hen. Had some potatoes in stew. Ship rolled very much and several fell and some seriously injured. A mob seing a bird and the ship rolled and all were rolling across the deck.	
W	29-Oct	79	Baby looks a little thin old man, but still he is a little better & quite merry. A splendid day, but top coat weather & in the evenings is is bitter. The new yard has been fixed today, carpenter has made a very good job of it; it is top one but one on the main mast & though it appears so little is 50 ft 4 ins long. By tomorrow we expect to be Long 0.00. Have been busy making a thible (a porridge stirrer). Youngsters are all very fond of it now, we have it & boiled rice every alternate morning & Lizzie says we are to continue it ashore.		Weather improving. Ship steadier. Sun shone out beautifully today and all passengers above quite delighted. Carpenter finished the main top gallant yard and it was hoisted up in the afternoon with some difficulty in its place and no accident ocured. The sail was put up and very soon we were spinning away withthe royal and top gallant sails in a fine breeze and hoped to have a score tomorrow. Fore royal brace broke down during the night.	Very fine day. I fell over the forecattle steps. The Royal sheet blew away, the rigging being rotten. Hoisted another spar in the place of the broken one today. Going 11 knots an hour. Just after I got in bed, Hartley came in drunk and after a good pulling about got into bed and began lifting the boards of my bunk. Several others were nearly drunk, one with whom I was arguing total abstinence with about a fortnight since, and hed said then that no one ever saw him the worse for drink.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
TH	30-Oct	80	Another fine morning with a rear wind, goin along very steadily about 6 knots. Last night from 6 - 10 we had a splendid breeze & were doing about 11 knots. About 9 the fore royal prace carried away, just as the breeze was at it best. The ship appears to be fully equiped with rotten ropes & chains. I don't care much if the old tub only floats us quickly to our journeys end. We are east of Greenwich for the first time since we left the Downs. Mr Young is down with dysentery. Miss Jacobs, an old voyageur, who was so kid to all the intermediate passengers when they were sick, is down seriously ill, some inward complications & yesterday it was said that she was not likely to recover. She is easier today.	Going well	Passed the meridian of Greenwich this morning. Weather cold with a nice sun out. Fine moonlight night and saw the Southern Cross for the 1st time. Full moon.		
F	31-Oct	81	A fine day, not much wind, what we have is in rear so that we are rolling considerably. Aleck Phillips, fishing for birds, had a Cape pigeon intangle itself in his line, so he pulled it in withour difficulty, he promised my wife a wing but Mrs Crossely, the only Lady saloon passenger asked him for it & he could not refuse her.	Going well	Fine but cold day. Good westerly breeze. Cape pigeon caught. Writing Euterpe Times all day. Wind on our quarter at 6 pm. Selections of music in the evening by M. Tichbon & Chapman. Fine moonlight night with the Southern Cross in view again.	Mrs Jacobs taken from her bunk into the hospital	
SA	1-Nov	82	Municipal Election day. No election going on board Euterpe. We have a fine morning. Still very cold, like March. Have had a few sharp squalls very early this morning with slight hail & snow. Had a little snow yesterday morning.	Very calm	Splendid day but cold. Fine breeze and good heavy sea. Large Mollyhawk caught by Middleton. People in fore cabin by someone rolling a large biscuit barrel down the fore hatch into the cabin below. When all thought the masts had gone by the board, they turned out in a great hurry but when they saw the trick they went back to their bunk in getter spirits. Fine night.	Very fair breezed and cold. Mollyhawk caught about tea time.	No. 8. Comments on finally reaching 40 south and the westerlies. Comments on the replacement of the failed main-top-gallant yard and its contribution to ship's speed in "a splendid breeze". Makes a sarcastic comment on the effects of a "capful of wind" that made sleeping difficult. Reports that services were not held because of the "unpropitious state of the weather" last Sunday. Medical report reports on injuries suffered including the fractured fibular bone of Mrs. Owen's left leg, the declining state of Miss Jacobs' health and the injury suffered by the Chief Officer when bitten by a large black retriever on the poop. Includes letters regarding temporary accomodations for passengers not being met in NZ and interest in the printing of the Euterpe Times on arrival in NZ. One of the poems balances the description of the voyage by the agent to actual circumstances and includes the line "This picture was templing tho fatal to me"
SU	2-Nov	83	Nearly a calm this morning & very cold and cloudy. Service in saloon, did not go as felt out of humour with things in general & the calm in particular. Came on to rain in the PM. Middleton caught another Mollyhawk this morning and Mr Keisenberg, a German, saloon passenger also caught one. The birds are skinned and the skins make exquisite muffs & the wings 'tippets' for Ladies.	Very calm. Service held in the saloon, in the evening held in the main hatch.	Weather fine, very calm sea this morning. Breeze sprung up again in the afternoon. 2 large Mollyhawks caught. Service in the Saloon & and service in the intermediate at night. Raining at night.	Almost a calm this morning and little expected. Came on to rain this afternoon and a good breezed which sent us at a good speed all night. Had some saffron cake for tea, the first since we left Cornwall. Thompson preached in the main hatch at 7 pm.	
M	3-Nov	84	A fine cold morning, the sea looking like black ice & driving snow. SW wind, we are doing something like 10 knots. Lizzie is very poorly today, cannot hold her head up. It is so cold now we all three sleep at same end of the bunk & there is no room to put him off her arm & still the bunk is too wide when the ship is rolling. Made 230 miles, the best run since we started.	Several molly hawks caught. Also mutton birds, they are about the size of a duck, a grey colour, also some whale birds, they are about the same size.	Fine day SW wind which made it terrible cold. Going 10 knots per hour. High sea running & driving us along. Fine night.	Still a stiff breeze and very cold, hope they won't go much further south. Spent the evening in our berth with Mrs Weeks and Wagstaff.	
TU	4-Nov	85	The splendid breeze we had all yesterday failed us very early this morning. There is some talk of the compass have gone wrong & that the Capt did not know but that we were making a little southing. Saw a shoal (about 5 or 6) grampuses at 10AM and at 1:30 saw large whale, a fearful big fellow. Had a bad fall this afternoon with Guy in my arms.	We passed the longitude of the Cape of Good Hope. In the afternoon, several shoals of grampuses and the largest whale we have seen came very near.	Fine weather. Breeze slackened a little today but sprung up again at night. Mutton bird & Mollyhawk caught. Passed the longitude of the Cape of Good Hope in the night but a good distance off. Rainy night.	Breezed dropped off. Rolling heavily occasionally. A bird caught, some say a mutton bird but it is disputed. Rather small bird, little larger than a Cape pigeon. Passed the Cape of Good Hope though it will take us two days more with a good run to pass the coast of the Cape Colony whree we may consider we have fairly passed the Cape.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
W	5-Nov	86	Raining and a wild sea all day-seas coming at times over the poop. The deck about our hatch running water all day long. Lizzie & baby well again. A very dark and rough night.		Miserable rainy day. Violent winds & under topsails. Seas coming over, rough sea. All passengers below all day. Heavy squall about 8 o'clock PM & rained heavily & made one think of bonfire day at home.	Guy Fawkes day. I suppose there are various sports going on in England. Well I remember 8 years ago being at Trwarth and joining in the sports, little knowing of the future. But here nothing particular marks the day except we had good Cornish pasties for dinner and about 10 minutes David and Bealy were looking over the side when a heavy sea came over which completely drenched them. Have a stiff fair breeze which is getting up quite a sea.	
TH	6-Nov	87	Wind & weather very changeable, very cold day, slight rain and sleet. Getting ready for Euterpe Times - matter getting scarce.		Weather rough, violent winds & strong heavy current which is sending us along 2 miles an hour. Rolling & pitching heavily & very cold. Shoals of grampuses & a large whale seen. Sailor on the lookout for icebergs. Rained hard in the night & all sailed down nearly. Passengers below & thus passed another miserable day.	Wind continued till 12. At night shipping heavy seas, nearly afraid to go in to my hatch from David's. Nice day but bitterly cold. Wind go nearly head and is giving us a good tossing, they keeping her close to the wind.	
F	7-Nov	88	Cold raw day, nearly head wind. Just been out to get a breath of fresh air. Sea came over & swamped me. I was soon down stairs & am all right now, with fresh trousers & coat on.	A few birds were caught and amongst them was dark grey Albatross and a Patagonian Hen.	Rough weather & high seas, very cold. An Albatross, Patagonian Hen & Mollyhawk caught by Middleton. Writing Euterpe Times. Heavy sea came over this afternoon & washed a few of the passengers who were earnestly looking & examining the birds that was caught into the scuppers & swimming from one side of the ship to the other until the water gradually went away down the scupper's holes. Showers of hail stones in the evening & very dark miserable night.	Wind still in the same place and very stiff. Still shipping heavy seas. At about 1:30 in the night she took over a heavy one, not pleasant, very cold water, 10 degrees below freezing to hear it running over you. Hartley drunk and turned me out of my bunk. Talking with a young man from the saloon last night and he said they only two fowls and salt junk there for dinner two days this week. His share was only part of a leg. An albatross caught by Middleton measuring 10 ft 6 ins from tip to tip and weighing 24 pounds. M & Mrs Davies about the deck swimming.	
SA	8-Nov	89	A fine morning-good wind on the stbd. Quarter going 9 or 10 knots - wind changed last night & has been chopping & changing about ever since. Gave the assistant cook who is very ill part of a bottle of Hollands last night, I fancy both he & the cook got drunk. This morning sent four rashers of bacon to be cooked, they have sent three back. We have no bread for breakfast as we ought to have had, so I am going without to be able to feel angry enough to write something edifying for Shaw Savill & Co. in the last Nr. of the ET.	Going well.	Weather improving, sun out beautifully. Vessel sighted about 4 o'clock this morning but too far off to signal. Ship rolling still with heavy current. Dark cold night.	Very fine day. Wind has turned the SW which is fair for us and running before it at the rate of 12 kts an hour. Had a main t'gallant staysail carried away which was quickly replaced. During the night we had several squalls, one at 12 midnight being a severe one. We are what is termed running down the Eastern (from have to run east now direct to NZ). We have been told of the rough seas and it seems just right for we are now getting it, rough seas coming in over each side and making it dangerous to go on deck.	
SU	9-Nov	90	Leeds Fair Sunday. Very quiet day. Sea too rough for us to go on deck - shipping water every few rolls & rolling constantly.	I suppose it will be Martinmas Sunday yet it is never mentioned on board.	Rough weather, violent westerly winds blowing like fury. Under reefed topsails & going on splendid but the old ship is still rolling shamefully. Can hardly sleep at night. Service held in the saloon by the Capt. & also one in the evening in the intermediate cabin. Miserable dark night.	Fine day with occasional hail showers so smart that you can't see but a short distance over the side of the vessel. Churcing at 10:30 and 3 pm. I've collected the children together joined by some of the adults and had a Sunday school and at 7:30 David preached. Main staysail halyards broke but was speedily repaired.	No. 9. An abbreviated edition. Reports that Euterpe had made greater distance in the past week than in any other week and goes on to say that head winds and calms are provoking to "some of us who are now very impatient to bid the good ship good bye." Comments on passing the fifth of November (Guy Fawkes Night) w/o the usual squibs, crackers and bonfires. Reports briefly on services and on the successes of the bird "fishers". Reports passing the longitude of the Cape of Good Hope on Monday night. Includes a letter from the Chief Officer (Algernon Back) thanking the ship's doctor for his kind attention following the dog bite incident reported last week. A second letter from the steward responds to the the earlier letter regarding temporary accommodations in the immigration barracks. Euterpean #9 is described as "offending all, giving way to none"
M	10-Nov	91	Expect to arrive in Lyttelton in 31 days. A fine day, wind on stbd. Qtr. & ship tolerably steady. All of us in good health & hungry but always short of bread. Cannot get any of the exchange made as mentioned in the prospectus, so all our salt beef & pork is wasted and we are short of bread. Had a row with cook on Saturday, he sent us less bread than we sent flour, so got other two loaves from him. Shall weigh flour out & and bread in in future.	Going well.	Weather fairer, sea going down a little & wind blowing itself out. More sail set up and a good wind came at night on our port quarter. Rained a little & very squally dark night but going 12 knots per hour.	Very strong breeze and cold, some snow fell. Hope in 9 or 10 more days to get into a warmer climate. In the evening I threw butterscotch over my hand.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
TU	11-Nov	92	Had a rough night again, fair wind & going along splendidly. A week or two ago we in 2nd cabin nobbled a small quantity of fresh potatoes; a case of murrhies broke in our cabin & the praties rolled about & we collared as many as we could forshame take. This morning the other mess sent a covered dishful to be cooked & the chief steward somehow got to know & forbade the cook to let them have them. There was a shindy, everybody in a great state of excitement & all sorts of proposals made. We in our mess, had got a dishful ready but quietly kept them back & sent preserved potatoes to be cooked. Eventually the Capt. sent for Tichbon & he told him what he had heard about our havin these potatoes so Tichbon told the skipper all about it and also a lot of things about the chief steward letting him have things privately from the saloon stores & receiving tips from him. Eventually they got the Capt's permission to have the potatoes & in future we shall have to try & get ours cooked in meat pies. It is a swindle on the part of the owners to say in the prospectus "3 pounds of fresh or XX pounds of preserved potatoes" & then to give us nothing but the latter.	Going well.	Had a very rough night. <i>Thermometer</i> in the 2nd Mates cabin 56 degrees & 38 1/2 degrees on the poop, hailstorms went down to 34 degrees. Violent squalls. Largest distance done yet. North of the Crozets Islands. Potatoes stolen in the second cabin. Wind dropped a little at night.	Day cold and stiff breeze. Thichbon pulled up for taking potatoes.	
W	12-Nov	93	Wind failed us last night early & today it is quite a mild day; only going 3 to 4 knots. The steerage passengers (single men) have published a cartoon on "who stole the potatoes" - it represents Tichbon getting potatoes out of a case & saying "I'd get enough to last the voyage this time" and another picture shewing Mr. L. at the galley door and Ben the cook saying "where did you get those potatoes" Mr T replying "I found them, never mind Ben; what will you have to drink" It is causing quite an excitement. Our cook brought word this noon that the cook had received orders to open all pies from our cabin but, he said, as he took our pie & put it in the oven, "it won't be any use opening this one as they won't think of sending any with potatoes in just yet. Our pie had the sliced potatoes in it all the time but unfortunately they were almost raw when the pie was baked, so we were disappointed with our treat.	Going well. Caught several Molly Hawks. One of the 2nd class passengers stole some fresh potatoes and the one that was least expected, for sometimes he conducted the meetings on the Sunday evenings. And as the Editor of the paper is in the second class, they will not put anything in the paper that happens in the saloon or in 2nd class. So some of the single men in the forward hatch-way started an illustrated paper they had his portrait drawn and had him in for acts. First act was getting the potatoes out of a sack and taking them in a pie to the galley. Second act was the cook holding the drag fork up and asking him where he got them and he offered the cook 2 and 6. The third was the trial and jury sitting. Fourth he was giving out a hymn on the Sunday night he'd got the spuds. They were posted up on deck every day and they caused much amusement.	Sea very calm this morning. Bird fishing all day. 4 Mollyhawks caught. Potatoe tragedy posted up on the WCs sketches. Stiff breeze sprung up at night.	A calm and splendid weather. Two Mollyhawks caught. Row about the potatoes.	
TH	13-Nov	94	Another fine day, wind getting up & we getting better along. Another cartoon is out about the potato business. Mr T before the Capt receiving sentence to eat salt junk without spuds for the remainder of the voyage. 9 PM A great gale blowing & all hands shortening sail. 3rd mate kicking up a row in our cabin. He came down threatening to kill Tichbon, to hang him to trample upon him &c for going to ask the Capt if they could have their butter. The mate ought to have served it out & had neglected to do so, being slightly tight all the day.	The sea began to be rough, squalls coming rapid, took all sail in.	Heavy squally weather & violent winds. Hailing & raining all afternoon. 2nd scene of potatoe tragedy posted up. Several Mollyhawks caught. Very rough night.	Still breezed, nearly head. Had some roast potatoes from the galley at 6 am and a piece of fresh pork and some saffron cake for tea. A fine frolic today sure enough. At 6 pm the wind freshened up to a gale which lasted all night. Snow squalls. At 12 midnight I got on deck and found all the sails taken in with exception of three and a jib. The sea is very rough and she is shipping heavy seas.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
F	14-Nov	95	Last night a gale sprang up from the NW and has continued all night & up to this (11AM) with great fury. We soon had all hands taking in sail and were scudding along before the wind with only one small sail on each mast. Wind got aft during the night and had difficulty in sticking in the bunk & this morning the wind got further round & is now SW.	Squalls continued and by the afternoon the sea had got very high; about 4 O'clock the jib sail was carried away. They were going to repair it when the 3rd mate struck one of the English sailors and a fight took place and the mate got his face cut severely and both eyes swelled up so that he had to grope his way to his berth. The sailors had scarcely got to work with the jib when a sea came over and carried away part of the bulworkks and top of the main hatch and sky lights where the married people are and their cabin was filled two feet deep with water so their boxes were floating about. Their hatch was soon covered over with canvas. And then they had to cut the partition into the single men's compartment to let them get out and the passengers turned to to take water out with buckets which was soon done. The second cabin also got their share with water. So the forward hatch was the only place that escaped. The doctor's stores were all spoiled. The married and single women has to come out of their cabin by the young men's cabin.	Terrific weather today. Heavy gale of wind, shipping tons of water, running under reefed topsails. Fight between Romer 3rd Mate and Lowe (sailor) when the 3rd Mate got a proper hiding. The 3rd Mate 6 ft 2 in to a sailor about 5 ft 6 in. The 3rd Mate was ery fond of bullying & fighting & for once in his life he's got a good mashing. 4.30 Main hatchway and part of the bulwarks carried away by a heavy sea coming right over the ship. It came over the starboard beam and broke the main hatchway away & the ship in regaining its position shipped another big sea breaking down the ventilators so the water then rushed down the open hatchway & ventilators in streams and flooded the tween decks coming through the store room into our cabins aft and going into the young men's cabin forward. The Captain with a body of sailors were quickly on the spot & covered the hatchway with canvas to prevent any more water from coming down and then we all set to work in baling out the water for it was touching the bottom bunks in our cabin and the ship rolling caused the	A very remarkable day. The wind is still very high and tremendously heavy sea running mountains high. The ship is throwing about so that the cooks couldn't cook and burgoo or rice for breakfast or bake bread. At 4 pm the 3rd mate, a great fellow, began bullying a little Englishman and he told him calmly that he would not stand it, and they fell to it and a regular fight they had in which the mate got his face beaten so that it swelled that he could hardly see. No sooner had the excitement of the fight ceased that the ship shipped a sea on the starboard side which brought the main hatch off with a crash and the water began pouring in. In a few minutes there was no less than two feet of water in the old maid's retreat. Several were in bed who came out wading through it in a great state of alarm. The screaming, running and jumping over the tables was fearful. The boxes, water cans etc were swimming about the lower deck. The Captain and sailors soon battened it down and made it secure from any more water coming in and we kicked a hole through to the young man's place and all hand began passing pails. We passed out more than 200 and 150 from the second cabin. During the evening of course, things were not very quiet, the wind being very high and some suffering very much from the fright. Went to bed about 10. Slept till 12 so went on deck. Looking very wild and in to see how D and A were getting on. In about a half an hour went to bed again and slept until 7:30 am. A and B stood it very well.	
					water to flow from one side to the other and washed away every thing that was loose into on cabin & another opposite to each other. The main bulk was quickly turned out but it came into our cabin all night through & we had to retire to bed with cabin floor flooded. The ship rolling & everything miserable. You may judge the excitement which prevailed especially in the married peoples quarters. Even the galley was flooded & the pans & dishes were swimming about the deck & put the fire out so that for a long time we were deprived of our necessary eating or grub. Rough night.		
SA	15-Nov	96	The officers & men were all on duty & very soon had the main hatch flat cover on & caulked & bolted down, so that there had to be a road made from the intermediate through the single men's cabin for the married people to get out on deck. The storm continued all day & night yesterday, but at 4:30 PM I think it was at its highest. We were just talking of tea & Harry Leake had come in to see how we were getting on, when a huge wave swept over amidships carrying away the coverings of the main hatch entirely & flooding the intermediat cabin knee deep, the ship fairly trembled with the blow. The water quickly spread & as we are on the same floor, we were soon entirely flooded, the water coming from their cabin to ours passing through the sail & store room and bringing along with it preserved potatoes, flour, rice &c&c so that everything it touched was covered with slime, it was over the boot tops in our cabin directly, but not before I had got the carpet up & the workbasket & boxes & things on to the bed. The wave besides carrying away the main hatch cover, went right over the ship &	Some the passengers were engaged to repair the hatch.	Rough weather, gale of wind blowing and high current running. Wind gave wat at night and rolling begins. Rough dark night and very cold.	Sea and wind still very high, so much so that the cood can bake no bread and its getting to hard times. David made his breakfast off burgoo. Annie had a small bit of cake baked Thursday. Bealy nothing and I had some salt pork and sea biscuit as hard as wood. A ship sighted about 7pm, quite a treat. Had bread the evening and had bread and boiled can beef for supper.	No. 10. Opens w/comments about rough weather and describes "holding on to one's bunk like 'grim death to a dead African' to prevent committing infanticide by rolling on ones offspring". Comments on the "great excitement" caused the discovery that some of the 2nd class passengers had come into possession of some <u>real</u> potatoes and then goes on to express regret the the "wits" of the Euterpe who have issued cartoons on the matter have selected a gentlemen for special condemnation "who had perhaps the least connection" with the affair. Lists the results of recent bird catching efforts, describes services that were moderately attended owing to the weather. Provides detailed description of the carrying away of the main hatch. Issue concludes with a very humorous treatment of the "Great Potato Tragedy in five acts & epilogue".

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
			carried away part of the taffrail . The big Dutch 3rd mate got a good thrashing from a little seaman named Lowe, whom he was bullying yesterday afternoon, the man gave the officer (who was fresh, having been drinking 3 days) a lovely pair of black eyes which will take him a week or two to get rid of. This was just before the hatch cover was carried away. Officers & men fighting in a storm, when everybody ought to have been doing their best for the safety of the ship & passengers.				
SU	16-Nov	97	Wind shifted round to NW & we have a nasty rolling motion & wet day - fixed a cloth over the door pane <i>(which had been broken the previous day when Lizzie fell against it)</i> Service in the saloon in the morning & had several very heavy squalls with hail during the night.	They got a doorway put up but only a temporary one, to last the voyage, so they only can get up by it when it is calm. Service morning and evening as usual.	Heavy sea & stiff breeze accompanied by squalls. Service in the saloon in the morning & service held in the intermediate cabin at night. Carpenter making temporary hatch. Seen boat floating by.	Still high wind and heavy sea. Churching about 10:30. Sunday school at 2 pm and Thompson exhorted at 6 pm. At about 2 pm we passed a small rowing boat with the keelup, probably one washed away from some ship in the gales we have been getting, but we have lost nothing yet. We are now just between Amsterdam Island and Kergeulen Land and a very rough spot. Some years ago there was a vessel wrecked in about this spot and got on boats where they lived for months which I hope won't be our experience.	
M	17-Nov	98	Had a very bad night, rolling us nearly out of bed, the worst we all think since we came to sea. Carpenter been & boarded up door panel.	A shoal of porpoises came about the ship.	Violent westerly winds blowing & rough sea & occasional squalls. Water in our cabins & again mopping up. Rolling tremendously & shipping heavy seas. Off the island of St. Paul under reefed topsails. Moonlight night. 10.0 PM I managed to crawl on deck & got on the top of saloon steps with a friend of mine, a fellow passenger, when a large sea came over the ship & caught us nicely, wetting us right through and very near fetched us off the steps. We however got safely down below & retired to sleep for the night not much the worse for our dowsing.	She has been rolling so heavily through the night that I have got very little sleep. There are a great many prophesying about the time when she will reach NZ. Some say 18 days and others longer of course. No one can tell us as we may get calms or head winds, but with pretty good speed I should think we might do it in 3 weeks. Oh I'm tired of this life. Passed 400 miles off St Palus used as a whaling station.	
TU	18-Nov	99	Changeable weather, squally yet, but not so bad as yesterday. Great difficulty in getting anything to eat on account of ship rolling & stuff rolling off the table. More sail put up so expect fairer weather. Scarcely ever go on deck now, so we, shipping seas on both sides continually.	Nothing particular.	Weather as yesterday. Rough, squally & hailing & raining all day which made us miserable. Moon out tonight.	Continual squalls, very high seas. I got one good drenching.	
W	19-Nov	100	I have been in bed all morning, got a dreadful back ache. Have bought a bottle of Geneva gin, am going to have a good dose of it in some gruel & try to have a sweat. Wind right aft and not much of it.	Nothing particular.	Weather changeable & very cold. 6.0 PM pumping water from the hold & very little.... Fine moonlight night.	Wind more steady. Some more sail set but the glass is going down for rough weather again. Another good sea will carry the sheep pen I think	
TH	20-Nov	101	Been in bed nearly all morning, back not much better, but a little. Steward tells us our lump sugar is knocked off & we are put on moist, the same weight as lump. The 22 weeks stores run out in 16. Like Shaw Saville & Co's meanness, I am beginning to think it is impossible for them to be moderately honest. Shall mention it in the paper on Saturday. Seen a large whale this afternoon, just after tea.	About 6:00 PM two whales came along side and passed us, rising at intervals out of the water. They seemed to be about 40 ft. long.	weather. Sea gone down after gale of wind. Fine light breeze. All sail out. 2 whales seen on the port bow. Fine moonlight night.	Up at 5 am. Got some cocoa. Wet morning but turned out a splendid day. Not much wind. Aired my bed, but put the blanket in the smoke and had it smoked. A whale seen at 6 pm. At 9 pm George brought down a boiler of gruel and it was amusing to see everyone dipping for themselves.	
F	21-Nov	102	Distance 206. Lost a bottle of beer on the distance. I bet it was not over 200. My back is getting better slowly - ought to have a good sweat & cannot get it. Morning is lovely wind slightly on the stbd. qtr. By the bye, the sailors are beginning to scrape the oars of the boats, scraping & polishing the mats (<i>masts?</i>) &c preparatory to our landing. We all look on it as a healthy sign of the near approach of the end of our long & weary travel.	Several Molly Hawks and a very large Albatross were caught. In the evening a concert was held in the main hatch	Splendid day with fine breeze and all sail set & going on finely. Main topsail halyard broke loose. Writing Euterpe Times etc.. Feeding on dead poultry in the fore cabin mess No. 6. Fine moonlight night.	Nice sunny day. Stiff breeze fair. Had a good dinner of fresh mutton, pork and spuds. Mrs Davies is in love with Middleton.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
SA	22-Nov	103	A lovely morning & going along moderately steadily - wind slightly on the stbd. qtr. We were going 11 or 12 an hour last evening & bets were made on our doing 250, but a calm came on during the night.		Weather squally today & cold. 7.0 AM this morning a very large albatross was caught by Middleton and measured 11 feet from tip to tip of wings. He also caught a Mollyhawk. 8 AM Large spar floated by with rigging attached. Concert in the intermediate cabin in the evening. Moonlight night.	Light breeze. Very nice day. Had concert in the evening. Inaugurated after 5 pm. Albatross 11 ft.	No. 11. Issue opens with commentary on food stores running out and asks why they are running out after 14 weeks when there were supposed to be 22 weeks worth of stores. Refined sugar is being replace w/raw sugar. Questions inability to exchange child's rations of salt meat for flour, oatmeal & rice as described in the literature and claims that he has had to put his children to bed hungry. Reports that services were again lightly attended. Describes a whale encounter in detail and states that the closest point of land is St Pauls island some 400 miles to the north. In a letter to the editor a steerage passenger asks how it is that certain passengers (and one in particular) who are in no way connected with the saloon are always to be found on the poop. The letter goes on to say that if 2nd class passengers are allowed to use the poop as a promenade then the privilege should be extended to steerage. Detailed description of bird fishing results.
SU	23-Nov	104	A dirty wet day, never ceasing raining, from morning to night. Attended Capt's service in saloon & in the main cabin in the evening. Very miserable day.	Service as usual	Very dull and no sun out. Service in the saloon & service in the intermediate in the evening. Very cloudy and cold.	Very wet day. One of those days which make you feel so miserable. Churhing at 10:30, Sunday school at 2 pm and D preached at 7:30. Stiff breeze all day. Going spendily. At about midnight they say we had a gale which split a sail etc., but having a good night's rest I heard nothing of it. In the South Australian current which takes us 3 miles an hour independent of the wind. Couldn't take the sun.	
M	24-Nov	105	There was no sun all day yesterday, so no observations could be taken & no notice was posted. We had a splendid wind all Sunday afternoon & night on stbd. qtr. so that staysails could be fixed & we went steadily as a top. Wind is.....		Weather improving & fine stiff west breeze, all sails set. Ship sighted about 11 AM on our port bow but disappeared on our starboard at night. Shoals of porpoises seen. The mizen sail taken in for good.	Had a very fine day though the air was keen. Repaired and cleaned some watches. As they couldn't take the sun yesterday we had 2 days run up today.	
TU	25-Nov	106	Ellis' diary ends incompletely on the 24th.		Fine weather & good breeze, good high sea & fine current sendin us along. Rained a little at night & moonlight.		
W	26-Nov	107			Weather dull and squally. Off Cape Lenivin. Wet afternoon. 3 Mollyhawks caught. Head wind & well braced up & sail taken down. 7 points out-going to far south, very rough sea rising. Cartoons posted up on WC and caused a good lot of fun. Rough night.	The wind has been very light during the night. Early in the morning there were 3 mollyhawks caught. All seemed most mad with the expectation of going ashore and making every preparation during the evening. The wind freshening up to nearly a gale and almost ahead. I hope that we are not going to experience the same as they did in this ship 2 voyages ago when about the place they had all the canvas carried away in a gale.	
TH	27-Nov	108			Rainy day & squally, head wind, braced sharp up, pitching heavily. Wet night		
F	28-Nov	109		Nothing particular this week; sighted a vessel but a long way off, and a few birds were caught. In the evening a concert was held in the main hatch, the largest that has been. You will think that the time passes away dull on board ship but it is not onboard the Euterpe for at nights there are concertinas, tin plates, bone natters, fiddles and fifes. And since the top of the hatch and the skylights were carried away the sky light reflectors were made into tambourines. So there are playing, singing and drumming going on until about 12 O'clock. I am sure if we were on land they would think we were all heathens. For number one and two messes have formed a band. They named it the Tin Plate Band.	Fine weather but cold. Writing Euterpe Times all day. Fair wind and going on nicely. Concert at 7.30 PM in the intermediate. Pennington & Davis on the poop late this evening having a row for Davis going on the poop he being a second class passenger. Every bit of canvas set. Full moon.	Wind very light but favourable. Concert at 7 pm in which Miss Attreed recited "The Old Clock on the Stairs". Splendid clear moonlight night. Up on the forecalle till 11 and had a little of Adam's history.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
SA	29-Nov	110		They have taken the Mizzen and fore royal yards off, also the mizzen cross sheet. The weather is a good deal warmer, for we have been in cold weather since we left the tropics. It is very cold coming past the Cape of Good Hope and it is very cold opposite the Cape Horn, which is the southern point of America. We saw a few icebergs floating past. For out here further we go south, colder it is and further north warmer.	Fine weather, wind changeable. Cartoons posted on WCs about poop business. Engaged with Captain Phillip's testimonial in Doctor's cabin. Fine moonlight night.	Fine day with a fair wind though light. It's nearly time to get to our journey's end for we are getting swarmed with rats, they being a little more sociable than we like, having through the night gotten into my bunk.	No. 12. Reports that a 10 December arrival at Lyttelton is possible if the current rate of progress is maintained. Comments on 2 days of cold, miserable weather and suggests to the owners that a "large smoking room well warmed by steam pipes and efficiently ventilated would be a welcome addition. Revisits to subject of the use of the Immigration Barracks. Reports that services were better attended. Reports of raffeing of a large albatross skin and sighting of a large shoal of porpoises. Mentions two concerts held. Responds to a lengthy letter regarding previous commentary on short rations.
SU	30-Nov	111		Going well.	Splendid day but very high sea. A large sea came over the port beam a dowsed a good number of passengers while sitting on the spare spar & they had their best clothes on. Service held in the saloon & no service in the evening. Cook on the strike.	How time flies. Here we are, the last of November. Just a little over 3 weeks to Christmas. Home I suppose it's winter, cold and dreary. We are getting into fine weather today, the sun being quite warm. I think the cooks are got tired of the voyage, having dropped work just after dinner on account of a little uncomfortableness about the sailor's dinner not being cooked sufficiently and swearing they would touch it no more.	
M	1-Dec	112		In the evening a disturbance took place and carried on nearly all night so we got no sleep.	Fine day with occasional squalls. Fore & mizzen royal yards taken down etc. Engaged with Doctor's room & printing Captain's testimonial. Fine breeze.	My how time flies. Four months today since we came onboard the first time. Very fine day and a good steady breeze. Went to be at 10 o'clock with the intention of getting up early for we have a hard day's work. Annie was going to have, we hope, the last wash on board and we shall have to help. At about midnight was disturbed by Middleton and Davis drunk, making a noise which woke Beecroft and a row ensued. I thought there would be a fight but it quelled. Anyhow I couldn't get to sleep and had to get up about 1 am and walked about the deck for an hour or more to quiet my nerves. It was a beautiful moon light night.	
TU	2-Dec	113			Weather fine with wind on our port quarter. Sailors employed cleaning down the ship all day for to go clean into port. Engaged getting signatures for Capt. Testimonial. Off Tasmania. Beer stopped for sale on account of too much drinking going off. Sea very high and sending us along 1 1/2 miles per hour. Cold fine night.	As might be expected I slept later than I intended and came in to find D and A in full force, still I did my best in helping to get and eat breakfast, ditto dinner, after which it being a fine day we spread the clothes to dry.	
W	3-Dec	114			Very dull and raining. Quite miserable. Wind dropped about 8.0 PM and nearly calm sea. Fine moonlight night.		
TH	4-Dec	115		A deputation consisting of two men from each cabin waited upon Capt. Phillips, for the purpose of presenting him with an engrossed testimonial expressing the thanks of the passengers towards him during the voyage from London to New Zealand. A pig was killed for the passengers to have a treat of fresh meat.	Beautiful weather again. Wind freshened up a little. Presented Captain Phillips with testimonial in his cabin. I was appointed as one of the deputation and spent a fine time with him in eating, drinking & merry and enjoyed our conversation etc. (see Euterpe Times No 13). Pig killed for fresh port on our last..... Fine night.	Very little wind but nice weather. Its an old adage with sailors that kill a pig, you're sure to get a breeze. Well, there was a pig killed and we get a stiff breeze, the the best is we are to have the fresh pork on Sunday for dinner.	
F	5-Dec	116			Fine weather. Wind on our starboard quarter. Euterpe Times writing. Porpoises about in large shoals. Beautiful night but wind gradually going down.		

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
SA	6-Dec	117		Very calm. The paper came out as usual.	Fine day and sea very calm. Mollyhawks caught. We could see them swimming on the water like ducks. Dead calm. Fine night.		No. 13. Hopes that this is the last edition of the Euterpe Times and that the Snares are sighted on Sunday. Congratulates the passengers and opines that the voyage has been favoured with exceptionally fine weather. Reports in detail on the presentation of a "neatly written and illuminated testimonial" to the Captain. Comments on the fact the voyage has not been marked by "obituary record" and that there has been little sickness which is attributed more to the sound health and strong constitution of the passengers rather than on any particular care or precaution on the part of the owners or charterers of Euterpe. A poetic and humorous description of the occupants of the saloon is included which provides some insight into the first-class side of things. In reading this poem we learn: One passenger lost his pet cat, his prize cock and would be unable to exhibit his show horse (presumably on board) at the November Exhibition. 7 first-class cabins were occupied. The medical report reports that not a single case of sickness has occurred on board which will warrant interference by the Health Officer and comments on an abscess on the arm of the Captain.
SU	7-Dec	118		Very calm, scarcely moving. An Albatross and Molly Hawks were very nice swimming around the ship. At dinner time we got fresh pork roasted and fresh spuds which went very high for a change. In the afternoon several shoals of porpoises came near the ship's bows, one shoal was the nicest we have seen. Their heads and about a foot on their tails was white and the other part red. They were pie balls. There were several harpooned but they got away, their flesh was too soft. In the evening a nice breeze sprung up. We are about 100 miles from the Snares and near 500 from Port Lyttelton.	Sea perfectly calm, scarcely a ripple to be seen on the water. Shoals of porpoises & harpooning them from the fo'castle. Service in the saloon & service in the intermediate cabin by M. Duff. Fresh pork for dinner. Breeze sprung up after dinner but it was right ahead a dead head wind. Fine night.	Still a calm. Just think how trying trying here just within 3 days fair run of port and to be becalmed. We can scarcely comprehend it. The 7th December is beautiful summer day that we can sit about the deck in the sun, while home quite possibly it's a cold winter day or night (it being midday here and just 2 am in England, there being 11 hours difference) with snow on the ground. Church at 10:30. Duff preached at 7:30 pm.	
M	8-Dec	119		A head wind.	Stiff breeze from NE and dead head wind. Tacking about all day, sailing close to the wind & nearly heave to all night. Rough sea. Had another misfortune having another dowsing while hoisting the main topsail up. A sea came over straight on the top of me and other fellows, but I being nearer the side I got the worst dowsing in the lot. Rough night	A breeze struck up yesterday afternoon but it is too much head, driving us south. When we shall land we can't tell. The breeze rose into a gale.	
TU	9-Dec	120		In the morning a fine species of seal came around the ship several times and crossed under the bowsprit. It often raised its head and neck out of water. And when the Maltese sailors whistled it would stop and look around and come near the ship. It had a long neck and head much like a greyhound and a brown colour. The water is of a different colour here, much like what it was near land. The last sheep was killed in the afternoon.	Squally weather and dull. Head winds yet. Lying to. Very near the Auckland Islands last night. Tacking still. 2 large grey albatrosses caught this morning. No more progress.	Never had so much anxiety about the wind before. Woke in the night 4 am and the ship rolled so much that I thought it must be a fair wind. I was out of my bunk and pushing my head up the hatchway in about a minute, but to my sorrow to find it still a head wind. It's rather teasing to be here within about three days run out of harbour and have to battle with 36 hours gale of headwind driving us back to Tasmania again. As the day got up we got almost becalmed, thanks be.	
W	10-Dec	121		Head wind continues, tacking to get by the Snares.	Hazy weather - head winds still and tacking. Harpooning porpoises etc. 5 Mollyhawks caught by Middleton.	Making no headway, just keeping our standing. Six mollyhawks caught before 7 am. About 7 am something seen in the water with a head just like a dog, raising its head above water occasionally. Some say it's a seal which is disputed but I think its rather probable. The wind shifted a little about midday and we made another start, though very slow, the wind being nearly head and sailing her close to the wind. The latitude and longitude put up today shows we are in just the same place as we were on Sunday. What a disappointment. We thought last week we should land today.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
TH	11-Dec	122		Head wind continues, tacking to get by the Snares. We are well accustomed to putting the ship about and pulling the sails up for we have had quite plenty of practice. Our provisions are rather scarce now, and they only give us a days rations out at a time. So some of the passengers are at work making snares to catch rats. There are thousands of rats a few of the passengers makes rat pies. They skin them and then puts the shoulders and legs into a dish and puts a piece of paste on it for a pie.	Weather better than yesterday. Head winds yet. Whales seen about 6 AM this morning & shoals of porpoises. False alarm of land ho this morning about 4 o'clock & a large number of passengers got up & were thoroughly disappointed. Large number of rats caught last night. The mode of kill is to ... them out one by one & then throw belaying pins at them.	Fair weather but the wind in the same place. Tacked again at 4 pm, going back again to Australia.	
F	12-Dec	123		Sighted the Snares when all were well pleased to see land again, for the first time since we left the English Channel. The Snares are high rocks in separate lots; one lot is near 500 ft high and the other 200 ft; both together is about 5 miles in length, they are not very broad. Nothing grows on them but sea weed. It is a fine place for birds to build. It is breeding time now with them and there are thousands flying about. There is no one to disturb them. They are very easily caught from the ship with a hook and bait. Sometimes the passengers caught as many as 30 Albatrosses and Molly Hawks in a day. They kept the skins and cured them to make snuffs (muffs?) with. In the evening a concert was held in the main hatch.	Fair weather but very cold. Head winds still blowing. Tackin about. Exhibition of rats killed this morning on the quarterdeck hung up & ribbons tied on them. 6:30 PM Cries of LAND HO! was heard Snares in sight and on looking on the starboard bow we could see very faintly a large projection jutting out of the sea some 20 miles away. When darkness set in the disappeared from view. You may imagine the joy & delight of all the passengers on board at this time. We had been expecting to sight them some 2 or 3 days ago. The Snares are large masses of rocks projecting out into the sea, the highest point being 470 feet and the others vary from 240 feet to nil and are very dangerous for vessels especially in the night time there being no light on them. There are a beautiful resort for sea birds for breeding & rearing their young and a very large number followed our ship & fell victims to our famous bird catchers. Head winds and can't pass them We are only keeping to windward of them. No progress and stiff winds blowing.	Up ata 3:30 catching rats. Caught 10 and in answer to a report, land on the starboard bow which proved a mistake at 4 am. We put about the ship again and made for NZ again. Hope on this tack we shall be able to clear the Snares (<i>rocks south of NZ</i>) but the wind still head and after 24 hours run of 200 miles we made only 16 miles good. Fancy the thrill which passed through our hearts when at 6:30 pm there was a cry of land ahead which proved to be correct. It appeared just like a cloud lying at our starboard bow. Of course the side of the ship was pretty well crowded in a short time. It proved to be the Snares 20 miles west. I got up in the rigging and had a good look at it, you may depend.	
SA	13-Dec	124		Only been tacking against a head wind but passed	Cold weather. Head winds still. Snares in sight all day. Tacking but making no headway. The ship can't go close enough to the wind for she is considered very poor at tacking. Lots of birds about. One large albatross measuring 11 feet & several Mollyhawks caught measuring 6 ft. No 5 mess rat-pie for dinner. The rats ate part of my boots last night. We are swarmed out with tem. New moon at 11 o'clock but no change of wind yet. Diver birds seen. Tossing about and no progress can be made. Lost at least by tacking 1500 miles and only made 80 miles to the good for several tacks are lost ground. Fine evening & Southern Cross plainly visible.	Fine day. Sighted the Snares again about 10 am but are 10 miles west and we want or must pass them on the east side and it's a dead head wind to get to the east so we are nothing but tacking, tacking, a regular channel business. The Snares are about 50 miles off from the Island of Stewart, that being very near the mainland of NZ. There are 10 rocks in all, the highest being about 450 ft above the level of the sea with sun striking on them. Tonight the presented a very majestic appearance.	
SU	14-Dec	125		the Snares and sighted Stewards Island, but had to	Fine cold weather. Head winds still blowing like fury. Snares in sight all day and nearer them than yesterday - in fact too near to be pleasant. Service in the saloon in the morning. No service in the evening. Fine sunset and moonlight night.	The wind still dead ahead. Still to the west of the Snares and no one knows when we shall get to the east where we must get before we reach our destination. Churching at 10:30, singing. D spoke a little at 8 pm interrupted by Rigby. During the evening the wind has shifted a little favourable. Hope we shall be able to get on better today. Got up within 5 miles of the Snares.	
M	15-Dec	126		tack again to get around the Traps. These are three	Fine weather and warmer than the few previous days. Gained a little last night and got to eastward of the Snares which we sighted all day. Ship pitching heavily & taking large seas over the fo'castle all day. Rough sea. 6.40 Tacked about ship when port brace got entangled with the main yard and thereby lost a considerable distance. Blowing heavily tonight	During the morning we were anxiously looking out to see if we had succeeded in getting to the east of the Snares and to our great joy found ourselves to the east of them about 20 miles. About noon we got up level with them and should be able to clear them, but most likely shall have make another tack to clear the Traps, a lot of little rock some 5 or 6 feet above water.	
TU	16-Dec	127		rocks about two feet out of water with breakers over them	Weather fine. Violent head wind. Tacking all day. Heavy sea. Few land birds seen. Mollyhowks caught. Snares in sight but a long way to leeward. 3.0 o'clock in the afternoon sighted the Steward Islands right ahead. Fine sunset & rough night		
W	17-Dec	128		Doing very little. The birds have nearly all left us. The Mother Carey's Chickens have followed us all the way from Madeira. They fly like a swallow but they are a little larger. There was only one Albatross following today and they shot it with a revolver.	Fine day, headwind, tacking. Mollyhawks caught. Snares out of sight heading for the Traps, another lot of rocks north of the Snares. They are even more dangerous than the Snares since being 5 ft above water only & others the same distance under water. I am sure they are both named well. Rat catching again. Fine moonlight night.	Well, well, the wind is still head but made a little headway and sighted Stewart Island the evening pretty plainly so that we could distinguish a lighthouse on it and the south island of NZ on which we are going appears just like a cloud. Sighted no land, got near the Traps, so had to retreat again.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
TH	18-Dec	129			Fine weather. Wind a little more favourable but gradually died out by 9 o'clock AM. Vessel seen on our port bow all day. Calm. Head wind springing up again. Steward Islands in sight again. Anchor & cable chain got out from the hold. Shooting at birds etc. Fine sunset & moonlight night.	Store day come again. The wind changed about midnight and kept pretty fresh until 8 am but gradually shifting head. About 8 it got quite calm so when we can get in we can't tell. We are drifting a little with the currents. Sighted a vessel about noon. Only gave out a half week's store. Some say they can see land from	
F	19-Dec	130		Sighted the mainland, Otago, got a nice breeze but a thunder storm came ahead so we had to put about ship.	Splendid day and quite warm. Calm sea this morning. Rats exhibited again. Steward Island in sight this morning again. Also the main land in the afternoon a good distance off. We had a fine fair breeze at 3.0 o'clock & continued until 6 PM when a dark black cloud was seen on the port bow and constant flashes of lightening and the fair wind dropped suddenly when it as feared we should have a storm. It rained in big drops and we squared the yards & in a few minutes it passed over us. Head winds set in afterwards and calm at night time. Fine moonlight night.	Splendid morning. Sitting on deck in the sun with Stewart Island and the South Island visible some 20 or 30 miles distant. Fair breeze struck up about 2 pm and lasted until about 7 pm in the which she made rapid progress.	
SA	20-Dec	131		A nice wind, we kept very near the coast. Saw Port Chalmers and Dunedin.	Fine day. Clutha or Nugget lights observed early this morning. Violent NE wind blowing all day and kept continually tacking about. The coast of Otago seen all day. At one time we went straight ahead for it and could see over the trees and coast line distinctly. 4 vessels sighted today, one very near us. Nugget lights seen again tonight. No more progress. Rough night & heavy sea.	Fine morning but the wind is dead ahead again. The wind now variable except when it gets dead ahead and when it gets there it sticks and blows like old boots. About 11 am we got within 10 or 12 miles of the east coast of the Otago province. From the appearance I should think it was a sandy beach. Reminds me of Perranporth.	No. 14. Owing to calms and headwinds Euterpe doesn't make the anticipated arrival so one additional number of the Euterpe Times is published. Observes that that it appears to be in the wisdom of Providence to continue the visitation indefinitely. Comments on repeated views of the Snares Rocks and compares them to the repeated views of Wolf Rocks when attempting to clear the channel. Reports that both services were well attended. Provides a detailed report on the emergent sport of rat catching along with some commentary about rat pies. Reports the sighting of Stewart Island. Includes a lengthy poem describing rat catching and rat pies. Reports on the final concert and reports on the sighting of the Clutha light and the eastern coastline of NZ.
SU	21-Dec	132		A gale came in but wind in favour. The Capt. durst not let go for fear of the bowsprit giving way so we had to hove to. There were many birds about today and a few were caught. They are darker colour to any we have seen. We signaled tow vessels, one had her mizzen mast carried away but they were both leaving us.	Gale of wind last night at 12 o'clock. All Hands to Shorten sail. Largest seas we have had yet. Blew hard from 10 to 11.30 this morning. Under reefed topsails, could not put up much more on account of heavy sea which was running at the time. 2 ships sighted, one spoken but could not make our signals out. Off Port Chalmers this afternoon. Vessel with jury mast seen today (mizzen). Must have experienced some heavy weather. Fine moonlight night. Longest day here & shortest at England.	Last evening the wind settled for about an hour and about 11 or 12 the wind sprung up dead ahead and heightened into a gale which blew us off from the land. Blew all Sunday forenoon terribly hard. Harder than it has blown since we left London. It shifted more favourable the afternoon and we again set off and sighted Port Chalmers about 8 pm. Passed Otago in the night. A ship is keeping on just with us which have lost her mizzen mast on account of the gale. There was no saloon service in the morning and the excitement was so great at sighting Chalmers that it was useless trying to gather the passengers in the evening.	
M	22-Dec	133		A good wind, only 80 miles to go. They have brought the tow ropes up.	Fine weather and sea gone down. All sail put up with headwinds still and tacking. Vessels seen as yesterday. Heaving the log & sounded 60 fathoms - off Temaru. Large bird seen. Sailors employed cleaning ship for inspection. Prawn or crawfish seen in fields today the sea quite red with them. Beautiful sky and fine moonlight night.	The wind still dead head, made a little headway. Sighted Timaru. The afternoon, the setting of the sun brought up a calm and we were anxiously watching where the wind came from and about 9 pm it sprung up dead head again.	
TU	23-Dec	134		A nice wind, went very close to the Banks peninsula. We could see a few fires burning, clearing scrub. We expected to get in but disappointed; our old luck, a head wind.	Beautiful day and hot sun. Got up early with cries of "square the yards" favoured with a fair breeze. Land in sight all day. Passengers packing up etc. Off Banks Peninsula. Head wind sprung up again & all hands to shorten sail to keep as near as possible our present position till morning. Ship sighted on our port bow. Supposed to be the Waitara belonging to the New Zealand Shipping Co. Fine moonlight night.	Very fine weather but wind dead head. Sighted some land and got close to it. Banks Peninsula.	

D	Date (1879)	Days at Sea	Stead Ellis (2nd Class)	George James Lister (3rd Class)	Joshua Charlesworth (2nd Class)	James Martin (3rd Class)	Euterpe Times
W	24-Dec	135	<i>Euterpe arrives at Port Lyttelton</i>	A head wind but only about 15 miles off. Signalled to two coasting steamers but did not answer us. We saw a good many different sort of birds. We got up very close to the opening in the afternoon and steam tug and a pilot came and took us in. We anchored about 4 o'clock. The land seemed very pleasant and it was very warm. It is the warmest Christmas Eve I ever flet, for it is middle of summer. The harbour is a fine inlet, but I had to ask where Port Lyttelton was for we only could see a few houses and they looked very pretty on side of a hill and plenty of trees around them. There was a little steam tug came and brought letters and a doctor and an inspector but as we had no illness onboard, our names were just called over and anyone who wanted to go ashore could go. A great many went but I stayed until next day which was Christmas day. And few more and I went ashore in the morning before breakfast in a little steam tug.	Fine day and warm. About ship a few times this morning. Off Banks Peninsula and some fine scenery observed along the coast. Signalling at 10.30 for pilot. 3.0 o'clock PM we could see plainly in harbour and a ship being towed in by a steamer for anchorage which we learnt afterwards to be the Waitara. The pilot then made our signals out and immediately came to us in the same steamer (Lyttelton) and towed us in to an anchorage and cast anchor about 6. o'clock. Government inspector then came on to examine us on the poop and we passed safely without a word from them with the exception of a girl which was out of her mind. Small boats were speedily brought us with fresh provisions including meat, potatoes (fresh), vegetables, milk etc. for our sea stores were just about being finished and in some instances were finished. You may judge that living for 20 weeks on sea fare (biscuits, salt-junk, preserved potatoes, pea soup, burgoo, rice & molasses we heartily enjoyed the above addition of New Zealand beef & mutton for the first time very much	Got on a little through the night. At 6 am we sighted a steamer and signalled but she wouldn't reply. At 8 am sent the apprentice to hoist the pilot flag and he let it blow overboard. The scenery today has been more like a panorama than a reality with the sun shining warm and gentle cooling breeze. On our left, slopes of sheep-rearing land. Before us and on our right the snow-capped Southern Alps. It seems like entering a little heaven. Wild ducks and divers just like a young duck with a long neck. The water very tranquil. At 2 pm we sighted a tug coming to tug us into port and at 3 pm she was fastened. We got into port at 4 pm. In a short time the steamer was alongside with the doctor and other officials. We passed a slight examination and had our letters. Annie cried to learn of the death of the three. Many went ashore. David went to try to make some arrangement. We remained on board to mind the luggage. Friends meeting but none to greet us.	
TH	25-Dec	136		Lyttelton is a pretty little place. Stands on the side of the hills. And nearly all are wooden housed build a little distance apart and not built close together as they are at home but nearly every house stands on a quarter or half acre section with the exceptions of the towns where the shops are. They are built rather closer. I took the train to Christchurch. The carriages are very different to what they are at home for there are no doors at the sides. We get in at the end and there are seats on both sides so we can walk right through the train and step from one carriage to another and there are only 2nd and 1st class carriages and it is 2 pence a mile. And the trains go very slow. Leaving Lyttelton we go through a tunnel about 2 miles long and then opens out into nice level country.	Friends of passengers etc. came also on board and altogether there was a lot of happy greeting going on. I learnt immediately that the Hurunui had arrived 3 weeks ago & the Lady Jocelyn as well, both ships having set off from London after me. The average run of sailing ships no are about 80 days and we think that 134 days may be accounted for as long as any other ship sailing in these days but the length of time may be attributed to the bowsprit having shrunk and we were obliged to carry less sail on account of its going altogether. The average run of vessels is from 80 to 90 days and since we landed ships have come from 80 to 84 days, a few at 90 to 94 so that the people of New Zealand were getting anxious about the Euterpe and by some it was feared she had gone down. However the Knowsley Hall has not turned up & she has been about 200 days out she is given up entirely. By many people it is feared she has been wrecked on the Crozets Islands in the South Pacific Ocean where the Strathmore was wrecked some few years ago and the passengers had to live on the rocks on the sea birds etc. and wild food for several months. HMS Comus is ordered to inspect the island for news (if any) of the missing ship and the Albion Steam Ship Co. have sent out the Hinemo steam ship for a similar purpose to the Snares it being feared she has wrecked there. But no news of the Knowsley Hall has been heard of since she left London but we Euterpians most certainly believe the boat which we saw on November 16th (Sunday) and the spar & rigging etc. on Saturday the 22nd. The boat was floating by some distance off, keel upwards (or upsidown as you		
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