***ZM SCHROEF KORVET MEDUSA***

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*Scribes: A.M.Simon , van der Ham (?) , Brantsen , Baak*

*Translated from Dutch original by Alice de Jong*

 [img\_0440.jpg]

*Picture of stacks of original shiplogs in Nationaal Archief*

[img\_0441.jpg]

 **[no folio number]**

 **At the Quay of Batavia**

July 1856

[left hand side]

**1856, Sunday 6 July**

[wind and weather in excel] Land and seawind, fair weather, brz strength. In the usual way *Overal.* Flushed decks Had [crew] do cleaning and dress in attire. At 7 o’clock coming aboard a *schout bij nacht* Commander Esquadron to hold inspections. At 8:15 hours again went from board. Gave out extra liquor. Gave shore leave to several of the crew on the quay. – Transferred to the roll of ***H.M. Corvette Boreas***: the [fire]stokers de Maas and Klinkert. At sundown hoisted the officer’s barge and took down flag and *geus.* At the rounds all is well. At the Pump 0,17/0,19.

 [signed] A.M.Simon

**1856, Monday 7 July**

[wind and weather in excel] *Overal* at 5. Lowered working barge and jolley. At 6 o’clock loosened sails, flushed decks. Had [crew] do cleaning, and get dressed in white shirts and blue trousers. Parade at 8, hoisted flag and *geus.* Punished with 24 hours locked bent-over in chains (‘*krom sluiting in de boeijen’*) the painter Harmsen, for pretending to be sick and then uttering inappropriate expressions to the doctor. During the morning we took in 11.000 Dutch *kan* of drinking water. To the hospital at **Weltevreden** the bottlers mate de Geus, sailor 1st class Golbedingen , steerman apprentice Berendsen, shipboy Frey and the inland sailor Tiembaal. Transferred to the roll of ***HM corvette Boreas*** all of the crew staying behind in hospital, sent the goods of [that] crew to the wharf. Transferred to here, several of ***HM corvette Boreas*** : sailor 3rd class A Kolemans, junior sailor W Metz, junior sailor J de Bruin, boy I.M. Teekens /= Arriving here on the steamship ***Kaemfer*** (?) and transferred from the roll of ***Etna***, engine driver 3rd class J V Arendsman.

In the early midday we held laundry day. Hung out laundry to dry, put in the front [illegible], put into place the small jolley, cleaned all jolleys and fitted sailing ropes (‘*bakspieren*’) alongside the ship. Took down the *bark* sail covers and fitted the lines [in the sails], at 2 o’clock fastened all sails.

 [left margin] /= Inland firestokers 2nd class: Wieroh II, inland sailor Johan, Willem, Anthonius, and the inland sailor San Miedin II.

[right hand side]

 **Continued Monday 7th of July**

In the engine room working on the making of lamps and repairwork of lanterns. Greased the engines and hoisted the chimney. Had the water in the kettles run to the usual levels. Temperature of coal hut 24° [illegible] . Fastened [everything] in the battery, made everything ready to go to sea. At sundown took down flag and *geus.*

Received the mail package for Japan.

Taptoe drill at 8. All well at the rounds.

Obtained fresh foods.

 At the pump V 38, A 28

 [signed] E Posthoorn

**1856, Tuesday 8 July, HW, DW up to 6:15**

[wind and weather in excel] At 4:30 Overal. At 4:15 we had ignited the fires, at 6 o’clock we had steam. Took in the [illegible], hoisted the [illegible, *spillen*?] and pulled up the anchor. At 6:15 we finished with pulling it up. Start of seawatch.

 [signed] E Posthoorn

[img\_0442.jpg]

 **[no folio number]**

 **Java Sea**

July 1856

**1856, Tuesday 8 July**

[DW 4:00-8:00] By directions of the Commander we steered from the quay of Batavia, slowly increasing up to full speed, then steered North and N ½ W, between Edam and Hoorn. Flushed the decks. Had [crew] do cleaning.

 [signed] E Posthoorn

 [margin left]

Observations at 8 o’clock

Edam ESE ½ E

Alkmaar SE ½ E

Enkhuyzen SSE ½ E

Dapoer W ¾ N

**1856, Tuesday 8 July**

[VM 8:00-12:00] At 8 o’clock Wind N by W ½ W, NNW up to NW by N. ~~Xxx~~ Front and *bark* sails. At 10:30 had the **Zuidwachter** (island), steered NNW, loosened sails and adjusted the square sails. – Braced with the incoming wind. Dismissed from chains the painter Harmsen; then when he again objected to his punishment we arrested him again.- - - Excersises with penalty platoon.

 [signed] A.M. Simon

[left margin]

Observations at 12 o’clock

North island NW ¾ W

Poelo Panjang S w/s East

**1856, Tuesday 8 July**

[AM 12:00-16:00] At 12:45 started to have sighting of the **Noordwachter** (island). Steered with a course of NW towards it. When we observed the island to be in the center West, at about ¾ miles distance, kept to NNE and the wind turning to NW we braced square. We stowed the .. sails and .. sails. Had the second class of armed crew do exercises, and several of the 3rd class practice in measuring depth (‘*looden’*) and reading of the compass.

 [signed] Brantsen

[margin left]

Observations at 3 o’clock

Noordwatcher West at ¾ miles

S. Latitude 5°12’

E Lon 106° - 34’ 30”

 [illegible] the observations

**1856, Tuesday 8 July**

[PV 16:00-20:00] Steered NNE, at 4:50 we lost sight of the **Noordwachter** (island) in SSW w/s W. From 4:30 up to 5:30 exercises with the topsails and top gallant sails and upper gallant sails. Then we stuck one reef in the topsail and fastened the topgallants and upper gallant sails. Gave out extra liquor to the crew of the front topsail beams. At sundown from the top nothing to see. At the rounds of hull, gear and battery all is well. Braced to the wind, tipped ash, swept the steampipes of the rear kettle. Stopped shortly at 7 o’clock in order to blow the chimney clean.

 [signed] E Posthoorn

[margin left]

Gave extra liquor to the crew of the front topsail beams (‘*voor-marsz. ra’s gasten’*)

[img\_0443.jpg]

 **[no folio number]**

 **Java Sea**

July 1856

**1856, Tuesday 8 July**

[EW 20:00-24:00] Set course NE by N. At the rounds all is well. At 10:15 stowed away sails for stillness and decreasing wind, with scattered showers. Took the main sailrope in front and adjusted jib, *kluiver* sail (more details), braced to the incoming wind. Tipped ash.–

 [signed] A.M. Simon

**1856, Wednesday 9 July**

[HW 0:00-4:00] At 3 o’clock adjusted the mainsail and main jib sail. At the rounds all is well. Tipped ash.

 [signed] Brantsen

**1856, Wednesday 9 July**

[DW 4:00-8:00] Steered NE by N, passed with the upcoming watch one *schooner*. At 5 o’clock adjusted crosssail, and successively later the *kluiver, jager* sails. Took out the [illegible] from the topsails, adjusted top gallant sails and upper gallant sails, later on adjusted *bezaan* sail. At sunrise saw three ships from the top. Started to make clean ship with sand.

Steered North at 5:20.

Around 7 o’clock had sight of land at NE. The wind was diminishing and faint, we adjusted the [illegible]. Tipped ash. Swept (‘*doorgestoken*’) the starboard flame pipes of the rear kettle and cleaned the fires.

This past watch we adjusted the gear to the wind, and put it into place.

At the rounds of hull, gear and battery all is well.

 [signed] E Posthoorn

[margin left]

Brain and spewing valves ½ open

**1856, Wednesday 9 July**

[VM 8:00-12:00] At 8:15 saw **Ondiepwater** island at NNW. At 10:30 steered N by W ½ W. – Successively saw the **six islands**, **tafel**, **zadel**, **land** islands. At 10 o’clock mess by mess inspection. Had the crew do ship’s chores. The sailmaker was working on the covers (‘*verschanskleeden’*) .- Had sight of an upcoming bark and a bark going the same way. Braced a little.-

Past watch steered N ½ W.

 [signed] A.M. Simon

[margin left]

11 o’clock

**Ondiepwater** Island NW by W ¾ W

N islands **Selio** NE w/s E

**Zadel** eiland N by W ½ W

**1856, Wednesday 9 July**

[AM 12:00-16:00] Put into place the upper sails and lay sails on portside. Had [crew] do laundry and cleaning. At 3:30 hours it became still and faint breezes were coming in, therefore we stowed all sails and followed the course set at 3 o’clock NNE. Had sight of 2 barges upcoming and 1 barge going the same way.

 [signed] Brantsen

[margin left]

4 o’clock Observed **Garpan** Islands NW w/s N

[img\_0444.jpg]

 **[no folio number]**

 **Sailing and steaming in the Chinese Sea**

July 1856

**1856, Wednesday 9 July**

[PV 16:00-20:00] Steered NNE. At 4:30 we adjusted the *bark* sails and *stag* sails. Fastened upper top gallant sails and *jager* sail. At sundown from the top nothing important to see. Observed successively, at 6 o’clock **Gasper** at NNW w/s W, the most southernly visible land **Celebes** (?) at S ½ W.

At 6:30 adjusted jib, topsails, top gallant sails, held *appèl* drill at the battery. At the rounds of hull, gear and battery all is well.

Swept the flamepipes of the front kettle. Tipped ash.

 [signed] E Posthoorn

[margin left]

Brain and spewing valves ½ open

**1856, Wednesday 9 July**

[EW 20:00-24:00] All well at the rounds. Stowed away *bark* sails and *bezaan* sail for still breeze.

 [signed] A.M. Simon

**1856, Thursday 10 July**

[HW 0:00-4:00] At 2 o’clock set and steered course N ½ E. Adjusted sails (details) Cleared gear. At the Rounds all is well.

 [signed] Brantsen

**1856, Thursday 10 July**

[DW 4:00-8:00] Steered N ½ E. Stowed at 4:30 all sails because of stillness and diminishing winds. At sunrise observed a threemaster ship on starboard from the top. At the rounds of hull, gear and battery all is well. Flushed decks. At 6:30 *Overal.* At 7 o’clock adjusted all longship sails. Cleaned out 2 fires and tipped ash.

 [signed] E Posthoorn

[margin left]

Brain and spewing valves ½ open

**1856, Thursday 10 July**

[VM 8:00-12:00] Had [crew] do cleaning and dress. Held mess by mess inspection. At 10:15 o’clock adjusted the square sails and the *jager* sail. Then put into place the top gallant sails and lay sails. Had the crew do ship’s chores and the mariners had theory class at the battery. Sailmaker working on the *verschanskleeden* covers. The carpenter working on small chores. At 11 o’clock marching of penalty platoon. Taken into custody the Inland sailor Said for probability of theft.

 [signed] A.M. Simon

[img\_0445.jpg]

 **[no folio number]**

 **Chinese Sea**

July 1856

**1856, Thursday 10 July**

[AM 12:00-16:00] At 12 o’clock set course NW ½ E, adjusted the lay sails in use, braced square and stowed [illegible] sails, gallant sails and *bezaan* sail. At 2 o’clock had the crew do laundry.

 [signed] Brantsen

**1856, Thursday 10 July**

[PV 16:00-20:00] Steered N by E ½ E.

At 4:30 set course to NNE, at 5 o’clock saw **Directie island** on portside straight ahead, steered at 5:30 N by E. Braced a little. At sundown nothing of importance from the top. Held *appèl* drill in the battery. Observed then at 6 o’clock the **Directie island** at N ½ E.

At 7 o’clock set course N by E ½ E.

At the rounds of Hull, gear and Battery all is well. Taken into custody inland sailor Ben Said for being suspected of theft. Cleaned out 2 fires. Tipped ash. Past watch had the Directie island at N ¾ W.

 [signed] E Posthoorn

[margin left]

Brain and spewing valves ½ open.

Note: 9 Javanese rowers were working today inside the engine room [signed].

**1856, Thursday 10 July**

[EW 20:00-24:00] All well at the rounds.

Stowed *bezaan* and main *bark* sails for turning wind. At 9:10 **Directie Island** was at West, steered N ½ E. Had [crew] tip ash.

 [signed] A.M. Simon

**1856, Friday 11 July**

[HW 0:00-4:00] Braced square. Adjusted portside lower and upper lay sails, upper *grietje* and *grietje* sails. At the rounds all is well.

 [signed] Brantsen

**1856, Friday 11 July**

[DW 4:00-8:00] Steered N ½ E.

At 5 o’clock took away the starboard lay sails. Adjusted all portside lay sails, as well as *grietje* and upper *grietje* sails. Flushed the upper deck. At 6:15 a heavy shower from the SW, [therefore] took down all lay sails. Fastened top gallant sails and upper gallant sails, took down *kluiver* sail, hoisted *stag* sail and later had the topsails sit on the side. At 6:30 *Overal.* Stopped the engine. Cleared out the flamepipes. Cleaned out 2 fires. Kept the kettles on the right levels with the auxiliary power engine. At 7:15 adusted topsails, top gallant sails and *kluiver* sail again. Fastened *jager* sail.

 [signed] E Posthoorn

[margin left]

At sunrise from the top nothing to see. At the rounds of Hull, gear and battery [found] the rope of the portside lower lay sail had dropped overboard. [signed] E Posthoorn

[img\_0446.jpg]

 **[no folio number]**

 **Chinese Sea**

July 1856

**1856, Friday 11 July**

[VM 8:00-12:00] At 9:10 steered N ½ W. At 11:55 had **V.Petrus island** straight on East. Adjusted the upper top gallant sails, portside lay sails and front bark sails. Put into place the buikgording ropes for sea. Braced with incoming wind. Put into place the steering lines. Had the crew air the sleeping quarters and mending and sewing. Promoted to firestoker 1st class the inland firestoker 2nd class Sarinas III, and [promoted] to junior sailor the boy van Voorst.

Dismissed from custody the inland sailor Said for unsufficient evidence of the accusation of theft.

 [signed] A.M. Simon

**1856, Friday 11 July**

[AM 12:00-16:00] At 1:30 we decreased our set speed after 6 miles, then again turned on the engines. Adjusted starboard sails (details), took down the top gallant front lay sails. At 12:30 we saw land and thought it to be **West Island** at 4 o’clock we observed it at NE ¼ N. Had [crew] do mending and sewing. Folded away dry laundry. Degraded to junior the cook’s mate W.C. Brugen for repeatedly not following the orders given to him during duty, and having to keep doing the cook’s mate duties. Tipped ash.

 [signed] Brantsen

**1856, Friday 11 July**

[PV 16:00-20:00] Steered N by E.

At 5:30 took down all lay sails. Fastened the upper top gallant sails.

At sundown from the top nothing important to see. Held *appèl* drill at the battery.

At 6 o’clock observed the **W island of West Island** at ENE ½ E and **the E islands of West Island** at NE ¾ E.

At the rounds of Hull, gear and Battery all is well.

At 7:30 turned over portside. Stopped the engine, measured depth of 47 fathom of coral [sea] bottom. Then again increased speed, at 8 o’clock set course N by E ½ E.

This past watch observed **West Island** at SE ¼ S.

 [signed] E Posthoorn

[margin left]

Brain and spewing valves ½ open.

Note: 10 Javanese rowers were working today inside the engine room [signed Posthoorn].

[img\_0447.jpg]

 **[no folio number]**

 **in the Chinese Sea**

July 1856

**1856, Friday 11 July**

[EW 20:00-24:00] All well at the rounds. At 11:45 turned over portside and measured depth at 50 *fathom*, coral and mud. –

Made again full speed and steered to the course.

 [signed] A.M. Simon

**1856, Saturday 12 July**

[HW 0:00-4:00] At 12:10 we stopped the engines and lay there with fires on hold. At 12 o’clock our course was NNE. At the rounds all is well.

 [signed] Brantsen

**1856, Saturday 12 July**

[DW 4:00-8:00] Held the kettles on the right levels with help of auxiliary power engine. At 4:30 again turned on the engines. At 5:30 we adjusted all starboard lay sails and the longship sails which were in use, as well as the upper gallant sails.

At sunrise we saw **Greater** **Natuna** in the WNW. At 6:30 *Overal.* Working on the hauling the coal from the hull to the side huts.

Past watch had the southern islands of **Greater Natuna** at W by S.

 [signed] E Posthoorn

**1856, Saturday 12 July**

[VM 8:00-12:00] At 10 o’clock finished work of stowing coals. Started to make general clean ship with sand. – Tipped ash.

 [signed] A.M. Simon

[img\_0448.jpg]

 **[no folio number]**

 **Chinese Sea**

July 1856

**1856, Saturday 12 July**

[AM 12:00-16:00] Took over the watch with stopped engines. At 12:30 stowed the lay side jib, *jager* and topsails, turned under the SE with the lay topsails on a rod. Took down the propeller axis of the engine. Again set course to N ½ E. Adjusted jib, starboard and portside lower lay sails, mainsail and lesser lay sails, *jager* and *bezaan* sail. Spewed all kettles empty. Swiped down the engines and greased them. Took out ash and tipped it. Continued making general clean ship. Had [crew] do cleaning. Cleaned the tent and the battery.

 [signed] Brantsen

**1856, Saturday 12 July**

[PV 16:00-20:00] Steered N ½ E

At sundown from the top nothing to see. At the rounds of gear, hull and battery all is well. This past watch fastened *grietje* sail and upper *grietje* sail, had the X sail (cross-sail) run along the sides in order to keep the wind out of the mainsail.

 [signed] E Posthoorn

**1856, Saturday 12 July**

[EW 20:00-24:00] All well at the rounds. Put into place starboard front upper lay sails.

 [signed] A.M. Simon

**1856, Sunday 13 July**

[HW 0:00-4:00] Took in portside mainsail and bark lay sails. Put into place the cross-sail. All well at the rounds.

 [signed] Brantsen

**1856, Sunday 13 July**

[DW 4:00-8:00] Steered N ½ E. Put into place the mainsail, lowered chimney. At sunrise nothing of importance from the top. Flushed deck. Had [crew] do cleaning. *Overal* at 6:30. Braced whenever necessary.

At the rounds of Hold, gear and battery all is well.

 [signed] E Posthoorn

[img\_0449.jpg]

 **[no folio number]**

 **in the Chinese Sea**

July 1856

**1856, Sunday 13 July**

[VM 8:00-12:00] Had [crew] cleaning and getting dressed. At 9:30 held general inspection of ship and crew. After that read out the ship’s articles. At 9:30 steered N by E. –

Gave out extra liquor.

 [signed] A.M. Simon

**1856, Sunday 13 July**

[AM 12:00-16:00] Taken into custody for disrespectfulness against [illegible], sailor 3rd class de Zel. Had [crew] do mending and sewing.

 [signed] Brantsen

**1856, Sunday 13 July**

[PV 16:00-20:00] Steered N ½ E. At sundown nothing of importance to see. At the rounds of hull, gear and battery all is well. Dismissed from custody sailor 3rd class de Zel.

 [signed] E Posthoorn

**1856, Sunday 13 July**

[EW 20:00-24:00] All well at the rounds. Adjusted the portside main upper and top gallant lay sails.

 [signed] A.M. Simon

[img\_0450.jpg]

 **[no folio number]**

 **Chinese Sea**

July 1856

**1856, Monday 14 July**

[HW 0:00-4:00] Took in starboard front upper sails and lay topsails. All well at the rounds.

 [signed] Brantsen

**1856, Monday 14 July**

[DW 4:00-8:00] Steered N by E. Flushed deck clean. Adjusted portside front upper and top gallant lay sails, and made all starboard lay sails smaller. In custody junior sailor P van Zelst, for sleeping during watch duty. Punished with 2 turns of forced platoon drill sailor 3rd class van der Vloot, junior sailor Kokernoot, van Elst and the boy Jansen. At sunrise from the top nothing of importance to see. At 6:30 *Overal*, tipped ash and soot. At the rounds of hold, gear and battery we found one of the longship sails from the front near the bolt of the cross-sails to be torn, and sagging.

 [signed] E Posthoorn

**1856, Monday 14 July**

[VM 8:00-12:00] Started on paintwork of outside board and jolleys. Continued with making clean ship at the tweendeck. Sailmaker working on covers. Punished with 36 hits in front of the grille, P. van Zelst, for sleeping while keeping watch. –

Sanded the white corridor and greased the gear here and there.

Exercises and penalty platoon.

 [signed] A.M. Simon

**1856, Monday 14 July**

[AM 12:00-16:00] Steered N ½ E. Put into place *jager* sail, main rope and *bezaan* sail. Had [crew] do laundry.

 [signed] Brantsen

[img\_0451.jpg]

 **[no folio number]**

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July 1856

**1856, Monday 14 July**

[PV 16:00-20:00] Steered N ½ E. At sundown from the top nothing of importance. Held *appèl* drill at the battery. Pumped dry. At the rounds of hull, gear and battery all is well. Changed positions of the *werkbossen* of the expansion vasts and air pumps. Put the [illegible] of the pistons of aforementioned gear, as well as the screws of the connecting rods. (More details). Temperature of coal huts in the rear hold 24° and the side holds 28°. Cleaned the engine room. Checked the packs of the spewing and brain valves.

 [signed] E Posthoorn

 [margin left] Estimated N Lat 7°6’48”, Lon 7° 11’13”, makes 4°25’ North [signature]

**1856, Monday 14 July**

[EW 20:00-24:00] All well at the rounds.

 [signed] A.M. Simon

**1856, Tuesday 15 July**

[HW 0:00-4:00] At increasing wind adjusted square *bark* sails, topsails on lay side, top gallant sails, *jager* sail. Put starboard lower lay sail into position. All well at the rounds.

 [signed] Brantsen

**1856, Tuesday 15 July**

[DW 4:00-8:00] At daybreak started to flush decks. At sunrise from the top nothing to see. At 6:30 *Overal.* Took away lower lay sail on starboard, braced a little over starboard and put into place main rope, *bezaan* sail and *jager* sail. Started to paint the jolleys of the white corridor. At the rounds of hull, gear and battery nothing of importance.

 [signed] E Posthoorn

**1856, Tuesday 15 July**

[VM 8:00-12:00] Had [crew] cleaning and getting dressed. Held mess by mess inspection. – Continued with paintwork of outside board of the jolleys. - - painted the sleeping quarters. Had the marines hold parade in attire. The crew did ship’s chores. –

At 8:40 we thought we saw a cliff of a small size and one foot higher than the surface of the water, it was situated at:

7° 48’ N Lat / 119°37’30” E Lon according to the time meter.

N 7° 48′ 0″ , E 119° 37' 30″

 [signed] A.M. Simon

[img\_0452.jpg]

 **[no folio number]**

 **[illegible]**

July 1856

Unfortunately this scan is blurry and the shiplog illegible

[End of page]

[img\_0453.jpg]

 **[no folio number]**

 **in the Chinese Sea**

July 1856

**Continued 1856, Wednesday 16 July**

[VM 8:00-12:00] Steered at 8:45 NNE – Put in place the top gallants and upper top gallants, upper lay sails on portside. Had [crew] do cleaning and dress. Held mess by mess inspection. The mariners had excercises with sables. - - Paintwork outside boad. Paintwork on cable holes. Sailmaker working on the covers. Smithy and carpenter working on small chores. At 11 o’clock excercised penalty platoon.

 [signed] A.M. Simon

**1856, Wednesday 16 July**

[AM 12:00-16:00] Steered at 12 o’clock NE by N. Braced whenever necessary. Had [crew] polish the anchors. (?)

 [signed] Brantsen

**1856, Wednesday 16 July**

[PV 16:00-20:00] Steered NE by N. The wind came from behind us, [therefore] stowed mainsail, upper *grietje* sail. Braced square. Adjusted starboard lower main upper and gallant sails. This past watch fastened *jager* sail, front and upper gallant sails.

During the day working inside the engine room on pumping the kettles empty, repairwork on the sphere lanterns, crafting of [illegible] boards, repacking the work-*bossen* [meaning?], pumping power sources, cleaning of the fires.

Temperature of coal huts 27° . At sundown from the top nothing to see. At the rounds of hull, gear and battery all is well.

 [signed] E Posthoorn

[img\_0455.jpg]

 **[no folio number]**

 **in the Chinese Sea**

July 1856

**1856, Wednesday 16 July**

[EW 20:00-24:00] All well at the rounds.

 [signed] A.M. Simon

**1856, Thursday 17 July**

[HW 0:00-4:00] All well at the rounds.

 [signed] Brantsen

**1856, Thursday 17 July**

[DW 4:00-8:00] At 4:30 took down portside mainsail and gallant lay sails. Braced over portside. Adjusted main sheet, *grietje* sail, front upper and gallant lay sails on starboard. Flushed decks. Had [crew] do cleaning. At 6:30 *Overal.* At the rounds of hull, gear and battery all is well. At sunrise from the top nothing to see. Punished with 2 turns of penalty platoon the cooper Kreina for not being present at roll call.

Past watch braced square, took down the starboard side front sails and top gallant lay sails. Adjusted portside main-, upper-, top-gallant lay sails. Stowed away main sheet.

 [signed] E Posthoorn

**1856, Thursday 17 July**

[VM 8:00-12:00] Had [crew] cleaning and getting dressed. Held mess by mess inspection. – Continued with paintwork of outside board inside the hold. – the crew was making of mats [illegible]. The Javanese did exercises with the mainsails. – Sailmaker working on covers - Painter working on the [gig? Illegible]. Carpenter working on small chores. Adjusted portside lower lay sails. Exercised penalty platoon.

 [signed] A.M. Simon

**1856, Thursday 17 July**

[AM 12:00-16:00] Took down the portside lay sails, put into place the starboard front gallant lay sails, upper *grietje* sail and *bezaan* sail. Braced a little to adjust. Had the crew do laundry.

 [signed] Brantsen

[img\_0455.jpg]

 **[no folio number]**

 **[no position given]**

July 1856

**1856, Thursday 17 July**

[PV 16:00-20:00] Steered NE ½ N. At sundown from the top nothing to see. Held *appèl* drill at the battery and took down the upper top gallant beams.

Sailmaker finished work on the covers.

During the day in the engine room working on the repairwork on lanterns and lamps; the forging of [hoeden?illegible] boards. Took down the **barometer**. Put in a new glass and topped the missing **quicksilver**. Finished with pumping dry of the kettles. Cleaned the coal huts at the fireplaces and also [cleaned] at the sides of the kettles. Temperature of back haul 24°, side huts 26°. At the rounds of Pump, gear and battery all is well.

 [signed] E Posthoorn

**1856, Thursday 17 July**

[EW 20:00-24:00] All well at the rounds.

 [signed] A.M. Simon

**1856, Friday 18 July**

[HW 0:00-4:00] All well at the rounds.

 [signed] Brantsen

**1856, Friday 18 July**

[DW 4:00-8:00] Steered NE ½ N. At sunrise nothing from the top. Flushed decks. Put into place upper gallant beams, adjusted main upper sail and *grietje.* Stowed *bezaan* sail. At 6:30 *Overal.* Started to paint the covers (‘*verschanskleden*’). At the rounds of hull, gear and battery all is well.

 [signed] E Posthoorn

**1856, Friday 18 July**

[VM 8:00-12:00] Had [crew] cleaning and getting dressed. Held mess by mess inspection. Aired the sleeping quarters and had the crew mending and sewing. – Sailmaker and carpenter working on small chores. Smithy working on (‘*hoedenplaatjes’*) boards. This past watch steered North and adjusted sails whenever necessary for the winds.

 [signed] A.M. Simon

[img\_0456.jpg]

 **[no folio number]**

 **In the Chinese Sea**

July 1856

**1856, Friday 18 July**

[AM 12:00-16:00] Set course at N ½ W. Continued mending and sewing. Around the NE we had sight of a 3/m ship (= threemaster)

 [signed] Brantsen

**1856, Friday 18 July**

[PV 16:00-20:00] Steered N ½ W.

At sundown had sight of a ship from the top at NNW. Held *appèl* drill at the battery. Took down the upper gallant beams, fastened the *jager* sail. At 7:30 stowed away all lay sails.

During the day in the engine room working on making a copper guard and board for the grig (? *’koperen beugel en plaat voor de greg/ grig*’), the making of hatboards (‘*hoedenplaatjes’*) and the taking out of the lens rolls. Transferred coal from the side coal huts to the side coal holds (‘*kolenruimen*’). Had the water of the kettles come up to the right levels. Temperature of coal holds 24°/ 25° [illegible].

At the rounds of Hold, gear and battery we found a small hole inside the front upper top gallant sail. This past watch passed a threemaster ship lying by the wind.

 [signed] E Posthoorn

**1856, Friday 18 July**

[EW 20:00-24:00] At 9:30 stowed away *bezaan* sail. – Put into place the mainsail and fastened front top gallant and *grietje* sails. –

Started to make steam. At 10:15 turned to adjust over portside, fitted the pivot into place. We had steam at 11 o’clock. The wind coming through from the ENE we braced over portside to the wind. Increased speed and steered again on course. –

Took down the *bezaan* sail. –

In arrest the sailor 3rd class Vermeulen for dropping a topsail nail from the cross topsail. All well at the rounds.

 [signed] A.M. Simon

 [margin left] At 10:30 measured depth, 60 *fathom*, no bottom [signed] A.S.

**1856, Saturday 19 July**

[HW 0:00-4:00] Stowed away the sails for incoming [illegible, winds?]. Kept steaming on our course. All well at the rounds.

 [signed] Brantsen

 [margin left] At 2 o’clock measured depth, 65 *fathom*, no bottom

Gave out Extra Liquor to the watch crew (‘*wachthebbende kwartier’*)

[img\_0457.jpg]

 **[no folio number]**

 **In the Chinese Sea**

July 1856

**1856, Saturday 19 July**

[DW 4:00-8:00] Steered N ½ W. At sndown nothing of importance from the top. At daybreak adjusted topsails, jib, top gallant sails and *kluiver* sail. At 4:30 hours we measured depth: 60 fathom no bottom. Hoisted the upper gallant beams. At 6 o’clock again turned on the engine with more power. At 6:30 *Overal.* Started making general clean ship with sand. At the rounds of hull, gear and battery all is well. Past watch we saw a threemaster ship going the same way at starboard behind us.

 [signed] E Posthoorn

**1856, Saturday 19 July**

[VM 8:00-12:00] Continued with making general clean ship. The sky cleared up and therefore we put into place the upper top gallant sails, *jager, bark, bezaan* and starboard upper and top gallant lay sails. – From 9:15 up to 10:15 we lay still, the wind again started to pick up, we inreased speed. Punished with 12 hits of the hand dagger, sailor 3rd class Vermeulen for dropping one of the topsail nails from the topsail. –

Saw one threemaster ship lying at the wind. This past watch steered N ½ E.

 [signed] A.M. Simon

**1856, Saturday 19 July**

[AM 12:00-16:00] At 12 o’clock set course to N ½ E. At 2 o’clock had medical inspection, then had [crew] do scrubbing and [illegible] greasing. At 3:30 [illegible] inspection.

Lost sight of the threemaster ship of the V.M. [watch] which was going the same way, lost sight of it in the S by W.

 [signed] Brantsen

[img\_0458.jpg]

 **[no folio number]**

 **In the Chinese Sea**

July 1856

**1856, Saturday 19 July**

[PV 16:00-20:00] At 4 o’clock set Course to North. At sundown from the top nothing to see. Held *appèl* drill at the battery. Took the upper gallant beams down, fastened *jager* sail. At the rounds of Hold, gear and battery found the top gallant lay sails of the starboard side to be [illegible] and the cross-sail of the [illegible] to be torn. In the engine room the [illegible] was broken below the [illegible] of the engine.

 [signed] E Posthoorn

 [margin left] brain and spewing valve ½ open

**1856, Saturday 19 July**

[EW 20:00-24:00] Successively stowed away the main *bark* sails and lay sails for incoming showery skies. – at the rounds all is well. Tipped ash.

 [signed] A.M. Simon

**1856, Sunday 20 July**

[HW 0:00-4:00] Wind gradually diminished and there were incoming showers, we [illegible] all sails and fastened them. Lowered *kluiver* sail. Adjusted stag sails. All well at the rounds.

 [signed] Brantsen

**1856, Sunday 20 July**

[DW 4:00-8:00] Steered North.

At daybreak adjusted all longship sails. From the top nothing to see. At 6:30 *Overal.* Flushed decks. Punished with 2 turns penalty platoon cook’s helper de Bruin for not being present at rollcall. At 6 o’clock again turned on the engine.

 [signed] E Posthoorn

 [margin left] brain and spewing valve ½ open

**1856, Sunday 20 July**

[VM 8:00-12:00] Had [crew] do cleaning and get dressed. [illegible] Adjusted the [illegible] sails. Braced the upper top gallant beams, and put into place the upper gallant lay sails. Held mess by mess inspection. Gave extra liquor, had [crew] do mending and sewing. –

Punished with bent-over and every other day water and bread: mariner 3rd class Dijkstra, for disrespectfulness against the corporal.

 [signed] A.M. Simon

[img\_0459.jpg]

*[unclear image, text quite often illegible]*

 **[no folio number]**

 **China Sea**

July 1856

**1856, Sunday 20 July**

[AM 12:00-16:00] Set course to N by E ½ E. [illegible] Had the Crew do mending and sewing. This past watch took down (details of sails).

 [signed] Brantsen

**1856, Sunday 20 July**

[PV 16:00-20:00] Steered at 4 o’clock N ½ E. Braced by the wind. At sundown held *appèl* drill at the battery. Took down upper gallant beams. Saw nothing important from the top. At the rounds of Hold, gear and battery all is well.

 [signed] E Posthoorn

 [margin left] brain and spewing valve ½ open

**1856, Sunday 20 July**

[EW 20:00-24:00] All well at the rounds. Had [crew] tip ash.

 [signed] A.M. Simon

**1856, Monday 21 July**

[HW 0:00-4:00] All well at the rounds. Saw an [illegible] ship (?).

 [signed] Brantsen

**1856, Monday 21 July**

[DW 4:00-8:00] Steered N ½ E. Hoisted the upper top gallant beams, adjusted upper top gallant sails. Around 5 o’clock saw the in the **Ezelsoren** [*donkey ears*, further down referred to as “*Asses Ears”*) at ½ E, then steered North. Saw several Chinese junks (‘*praauwen’*) in the South. At 6 o’clock coming aboard the pointer Adhaip. Successively we stowed all square sails and longship sails and fastened them, for diminishing winds. Put up the gallant beams and upper gallant beams. Took down [everything from] the battery and measured depth [illegible]. Flushed the decks.

At 6:30 *Overal.* We stopped at 6 o’clock in order to take on board the pointer (‘*loods*’). We had sight of succesively the **P. Leman** and the small islands laying South of **Ezelsoren** [‘*donkey ears’*].

Observed at 8 o’clock the most southern of the [illegible] NNW w/s W

And **P. Leman (lesser)** in the N by E ¼ E.

At the rounds of Hold, gear and battery all is well.

 [signed] E Posthoorn

 [margin left] top gallant beams and chimney … [illegible]

[img\_0460.jpg]

 **[no folio number]**

 **in the Chinese Sea**

July 1856

**1856, Monday 21 July**

[VM 8:00-12:00] Continued making clean ship. Had [crew] do cleaning and furthermore fix the gear and getting ready to [arrive] at the quay. Took down the Davids (sails?) in the back, took away the tents. Steered by directions of the pointer. Adjusted the *stag* sails and *bark* sails.

 [signed] A.M. Simon

 [left hand side of folio] Observations at midday

 **Asses Ears** - West

 Up to **Tamati** - North by W.

 **Reef Island** - N by W.

 Compasses are lying at 0°

 Azimuth : none [signed] A.M. Simon

**1856, Monday 21 July**

[AM 12:00-16:00] Steered by directions of the pointer to the quay of **Hong Kong**. At 12:30 had the Crew do laundry. At 3 o’clock stowed away sails (details) and fastened them. Braced square, passed several sailing ships, including one sailing under Dutch flag, which saluted us, which we answered. Had the crew dress.

 [signed] Brantsen

**1856, Monday 21 July**

[PV 16:00-20:00] Steered by directions of the pointer to the outside of the **Green** islands (Lantau?) in order to get to the quay of **Hong Kong**. There we dropped anchor at 5:45. Stopped the engines, let off steam and flushed the kettles until they were empty up to the lower spewing valves, because too much fire was still behind in the fire bridge. With the English flag fluttering from the main top we saluted with 21 shots. Coming aboard an English officer of the English war fregate Nankin to pay his respects. /= Took out the ropes from the sails (details) and lowered the working barge. Topped, braced. Gave out extra liquor. At sundown we hung out laundry and hoisted the working barge. *Taptoe* drill at 8.

At 8:30 all well at the rounds.

 [signed] E Posthoorn

 [margin left] **/=** Leaving from board the Chinese pilot Adhaip

[left page of folio]

Anchor observation

The spire of the church SE by S

The island **Green** WSW ¾ W.

Tried to turn around SE with 45 *fathom* of chain of SB anchor in 7 *fathom* of water. [signed] E Posthoorn

[img\_0461.jpg]

 **[no folio number]**

 **At the Quay of Hong Kong**

July 1856

[left hand page]

**1856, Tuesday 22 July**

[wind and weather in excel sheet] At 5 o’clock *Overal.* At Rollcall everyone is pesent. Put into place main jolley and gg. Scrubbed decks with sand. Had [crew] do cleaning, getting dressed and pumping dry. Parade at 8, hoisted flag and *geus.* Reciprocated yesterday’s salutes with the same amount. Took down [illegible] sails for airing and drying, took down tent sheets and transported them to the sail hut (‘*zeilkooi’*). Scrubbed huts and did paintwork when this was necessary. Put out laundry to dry. Gave the starboard quarter shore leave. The [illegible] during the day working on small chores; in the engine room we swept the chimney and flame pipes, tipped ash and brushed up the engine. Made a new [illegible] pipe for the front kettle on portside. Checked on the various metal [parts] of the packaging [illegible]. Welcomed [on board] the Commander of the the Land Ormus, at the reciprocal invitation of our Captain Marine Lieutentant Commander. Hoisted barges. At sundown took down flag and *geus*. At Rollcall everyone is present.

From board in order to pay a visit to the various entities the Capt Mar. Lieutenant Commander.

 8 o’clock *Taptoe* drill

 8:30 at Rollcall everyone is present.

 At the Pump 0,29 / 0,36

Temperature of Coal huts 26° R.

At 11 o’clock made up to 55 *fathom* of chain.

 [signed] Brantsen

 Ship’s depth

 Front = 4,9 Nederlandse El.

 Back = 5,3

 Steering load= 0,4 Ned. El.

**1856, Wednesday 23 July**

[wind and weather in excel sheet] In the usual way *Overal.* Flushed the decks. Had [crew] do cleaning. Parade at 8, hoisted flag and *geus.* Took out tents. Fired mariner Dijkstra. Punished with indefinite arrest inside hut while observing duty: the 1st carpenter Rumphorst. Coming on board the Commander Steward from the English frigate ***Nankin***. Went from board for shore leave 5 Dutch firestokers and the boy Balsink. Left behind from shore leave the following crew:

[right hand page]

**Wednesday 23, Continued**

Sailors 3rd class van der Walle, Nan, Jacobs, Nan, Kwakermaat, Lindeman, Wagenaar and Ligtvoet, and the mariners Seijp, van Zuilekom, Leonard, Ormeling, Spieringshoek and Palte.

Took in 21.000 *kan* of drinking water.

At 10:30 the anchor lost hold and we made chain and made steam. – At 12 o’clock we pulled up the anchor in order to steam and drop anchor closer to the shore. Due to the heavy showers the ship couldn’t get a grip and we moved backwards and collided (‘*kwamen onklaar*’) with the American clipper ship ***King Fisher***, broke the front top gallant pole and *jaaghout*. When we came loose we kept distance and dropped anchor in 70 *fathom* of water with 90 *fathom* of portside anchor chain. Set sea watch. Put into place top gallant [illegible]. We cleaned up the [collision] mess. (‘*redderden de averij*’)

 [margin left] *Anchor observation*

 *Church spire SE ½ E*

 *Green Island SW ½ S*

 *E island Wong Chukoo NE by N. [signed] A.S*.

/= The damage done to the American ship consisted of a broken *snavelstag* (iron) of the *jaaghout*; being the state cap boiled down and dropped overboard however we took it out again . A.S.

[img\_0462.jpg]

 **[no folio number]**

 **At the Quay of Hong Kong**

July 1856

**1856, Wednesday 23 July**

[AM 12:00-16:00] Took the broken [parts] from the [illegible, *hantuig*?] on deck as well as the *jaaghout.* Caught the [illegible] gear at the [illegible] deck.

 [signed] Brantsen

VM, AM and PV.

Hoisted chimney. Filled both of the holes of the kettles. Had the kettles fill up to the right levels. Ignited fires at 9 o’clock. At 9:45 we had steam. At 10 o’clock we made full speed ahead, however there being too much steam we triggered the Expansion. We stopped at 1:15 hours and kept fires on hold, kept lying there, had steam with the spewing valve ¾ open and a steam level of 11 to 12 pounds of 40 by 44 turns. We used up 3664 kilo of coal of which 1064 was used to make steam 1700 for steaming away and up to 8o’clock 900 to keep steam.

 [signed] Brantsen

**1856, Wednesday 23 July**

[PV 16:00-20:00] Kept fires on hold. Brought aboard by the police : mariner 1st class Z.F. Seijp, J. van Zuylekom, mariner 2nd class J. Léonard, mariner 3rd class D. Palte and J H M Ormeling and the junior sailor H Ligtvoet. Mariner 3rd class C. Spieringshoek came back on board as well. Carpenter working on making a new front gallant pole. At sundown we held general rollcall, where 7 men were missing, staying behind from shore leave.

 [signed] E Posthoorn

**1856, Wednesday 23 July**

[EW 20:00-24:00] All well at the rounds. At 9 o’clock we turned on the engine for increasing winds, gave extra liquor to the starboard crew.

 [signed] A.M. Simon

[img\_0463.jpg]

 **[no folio number]**

 **At the Quay of Hong Kong**

July 1856

**1856, Thursday 24 July**

[HW 0:00-4:00] At 12:30 we stopped the engines and kept to have steam with fires on hold. At the rounds all is well.

 [signed] Brantsen

**1856, Thursday 24 July**

[DW 4:00-8:00] Kept fires on hold. Obtained fresh foods. At 6:30 *Overal.* Flushed the hold-deck. Back from shore leave all the European firestokers except stoker Trappen burg.

 [signed] E Posthoorn

**1856, Thursday 24 July**

 [VM 8:00-12:00] Kept fires on hold. Back from shore leave stoker Trappenburg. Had [crew] pump dry with the engine pump.

 [signed] A.M. Simon

**1856, Thursday 24 July**

[AM 12:00-16:00] Kept fires on hold. Took the front gallant sails to the front (‘*voorgaats’*). Had [crew] do laundry. Pumping the ship dry (‘*pompten lens’*) using the large [illegible]. In the AM we didn’t win an inch with the engine pump, [illegible]. Brought back on board by the police and put into custody: firestokers Wagenaar, Maas, Jacobs, van de Walle, Kwakermaat, Lindeman & Kan.

 [signed] Brantsen

**1856, Thursday 24 July**

 [PV 16:00-20:00] Kept steam with fires on hold and the kettles filled to the right levels by the auxiliary power engine. Dismissed from arrest the crew taken into arrest in the AM. Punished with indefinite placement at the penalty platoon and indefinite ship’s arrest : mariner 2nd class Léonard, mariner 2nd class D. Palte, J H M Ormeling, C Spieringshoek, sailor 2nd class H W L Jenaw, sailor 3rd class F.H. Maas, H W Jacobs, sailor 3rd class P van der Walle, sailor 3rd class E Lindeman, sailor 3rd class P Man, ~~junior sailor~~ sailor 3rd class G Kwakermaat and the junior sailor H. Ligtvoet, for being back late from shore leave. In arrest sailor 3rd class P. Man, for inappropriate behaviour against the boatswain at the shore. […]

[img\_0464.jpg]

 **[no folio number]**

 **At the Quay of Hong Kong**

July 1856

**1856, Thursday 24 July**

[…] pumping dry from Front 34 Back 24 up to Front 22 and Back 14 with the main dry-pumps. /=

 [margin left] /= pumped clearer water with the dry-pumps [signature]

Leaving the Quay and again returning one english mail steamboat.

 [signed] E Posthoorn

**1856, Thursday 24 July**

[EW 20:00-24:00] All well at the rounds.

Pumped empty each hour: At 9 ‘oclock had : Back 8 Front 34

 10 “ B 19 F 28

 11 “ B 20 F 28

 12 “ B 0 F 28 [signed] A.M. Simon

**1856, Friday 25 July**

[HW 0:00-4:00] All well at the rounds.

At 1:30 hrs pumped from 0,40 – 0,34 to 0,05 - 0,16

 3 “ ,, 0,30 – 0,28 to 0,10 – 0,05

 4 “ at the Pump 0,20 – 0,22

Saw blue water at the Pump.

 [signed] Brantsen

**1856, Friday 25 July**

[DW 4:00-8:00] Kept steam with fires on hold. Busy on transferring the front gallant upper rigging. At rollcall not present sailors 3rd class (*following names hard to make out*) Capoen, Brantsen, boys Kradals, Blus.

 [signed] E Posthoorn

***[new handwriting]***

4 ‘dropped anchor’

At 6 o’clock we did a changing of the officer of watch duty. Kept steam with fires on hold, held *Overal* in the usual way. At 6 o’clock pumped kettles empty from Back 0,30 Front 0,39 to Back 0,0 Front 0,10 At 8 o’clock Back 0,25 Front 0,30. Put into place [illegible].

At 8 o’clock took down chimney, let off steam and filled the kettles up to the right level. The 2nd engine driver and his helper went to the shore in order to get coal, the *stuurman* went on the working barge to the Eng frigate ***Nanking***.

 [signed] Baak

[margin left]

Punished with two days penalty platoon sailor 3rd class [illegible] and [illegible] for not being present during rollcall, and [punished] with eight days penalty platoon the junior sailor Baseten and boy Blus for more than once arriving on deck during rollcall.

[img\_0465.jpg]

 **[no folio number]**

 **At the Quay of Hong Kong**

July 1856

**1856, Friday 25 July**

[VM 8:00-12:00] Parade at 8, hoisted flag. – Had [crew] clean an then mending and sewing. Several junior officers and sailors and mariners 1st and 2nd class from the portside quarter were given shore leave. – Arriving on the Quay the governor mailboat from Singapore.

 [signed] A.M. Simon

**1856, Friday 25 July**

[AM 12:00-16:00] Had [crew] do mending and sewing. Hung out laundry to dry. Took the *jaaghout* to the front. Coming aboard the commander of the American Clipper ship ***King Fisher***, in order to ask for reparation funds for the damage caused [to his ship] at the 23rd. The commander answered him […] that he wouldn’t [do it] and that he [the commander] should be [the one asking for reparations] since – details hard to make out, something about ..chains from starboard ?].

*De Commandant antwoorde hem hier niet in te te [treden ?] en dat hij*

*eerder aanklager was de voornoemde gypketting*

*daar van het SB aan boord hijzen om het weer of het*

*steken van eenige vademen ketting het aan boord*

*komen geheel zonder ont.. zijn.*

 [signed] Brantsen

**1856, Friday 25 July**

[PV 16:00-20:00] Braced fully and [illegible], all rollcall everyone is present.

 [signed] Baak

**1856, Friday 25 July**

[EW 20:00-24:00] All well at the rounds.

 [signed] A.M. Simon

**1856, Saturday 26 July**

[HW 0:00-4:00] All well at the rounds. At 2 o’clock pumped empty 0,38 / 0,45 to 0,05 / 0,10

 [signed] Brantsen

**1856, Saturday 26 July**

[DW 4:00-8:00] *Overal* at 5, braced square. The Commander and officers went to the shore; started making general clean ship.

 [signed] Baak

[img\_0466.jpg]

 **[no folio number]**

 **[no place given]**

July 1856

[left hand folio]

**1856, Saturday 26 July, Continued**

[wind and weather in excel] Held seawatch. Parade at 8, hoisted flag and *geus.* Continued with making general clean ship. All of the crew on shore leave returned in time. Had [crew] do cleaning, lowered the captain’s barge. The commander went on it to the shore. Gave extra liquor to the inland firestokers. At sundown hoisted officer’s barge, Captain returned on board. Working on taking in and stowing coal.

Taptoe drill at 8. Held seawatch.

11 o’clock had at the pump F. 037 & 0,21

12 ,, ,, ,, ,, 0,26 & 0,21

1:30 ,, ,, ,, 0,30 & 0,24

3:30 ,, ,, ,, 0,32 & 0,22

5:30 ,, ,, ,, 0,35 & 0,24

8 “ ,, ,, ,, 0,38 & 0,28

 [signed] L. Poostsen?

[right hand page]

**1856, Saturday 26 July**

[EW 20:00-24:00] All well at the rounds.

Continued taking in coal.

 [signed] A.M. Simon

**1856, Sunday 27 July**

[HW 0:00-4:00] All well at the rounds.

Continued taking in coal.

 [signed] Brantsen

**1856, Sunday 27 July**

[DW 4:00-8:00] Continued taking in coal. Finished this chores at 7. Then took in 120 english tonnes of coal. *Overal* at 5. Busy on pumping empty [the kettles]; at the pump had Front 0,44 and back 0,41.

Punished with 8 turns of penalty platoon: mariner 3rd class Terluyn, for not being present at rollcall. Did all preparations to go to sea, flushed decks. Didn’t leave today from the quay due to strong recommending against it from the pointer, because from the heavy showers and wind from the East and SE, he expected a new typhoon [to come].

 [not signed]

[img\_0467.jpg]

 **[no folio number]**

 **Quay of Hong Kong**

July 1856

*On this page is an inlay of several pages, added to the shiplog by red lacquer seal. This text runs on img\_0467.jpg, img\_0468.jpg, and img\_0469.jpg, I will first transcribe it below:*

*Compare to shiplog of Sunday 27 July, PV (16:00-20:00)*

[img\_0467.jpg]

No. 24 Sailing in the Chinese sea, on 27 July 1856. [signed] A Simon

The reason that led me to sail on, when looking through the binoculars [and seeing] a ship lying in the **Fytam bay** without main mast and without *bezaan* mast, carrying the Dutch flag, however not being towed nor having [uttered] any emergency signs or signals asking for assistance, or later when the sun had gone down hearing a cannon shot, probably fired from that ship, was [as below]:

1°. Because the Commander of the English frigate ***Nankin***, lying at the quay of **Hongkong**, had sent me the evening before a letter addressed to H. Exc. Gouvernor of **Hongkong** for reference, written in very unclear and poor French, said that the ship without rudder and without masts had dropped anchor in the **Lama** **passage**, with the request to send down one steamship or fishing vessel for assistance.

Not written was the ship’s name nor the nation to which [the ship] belonged to, and having an illegible signature, probably that of the commander. –

Due to the large distance from which the ***Medusa*** in the past few days had dropped anchor on the outer quay of **Hongkong,** and the continuous heavy rains, caused the port master, not seeing the ***Medusa***, to believe the ship in distress could be ***Medusa***.

[img\_0468.jpg]

[left hand side]

One thing or another made the Commander of the ***Nankin*** decide to send that letter to me by an officer, with the kind request of looking into the English translation of it, as well as to check if the signature gave it away to be a Dutch ship?

With a lot of trouble I deciphered the original, which was already quite well translated into English, from the signature which the Port master had read ‘*Fabius’* I couldn’t make out anything.

Said officer also told me that the same night an English steaming vessel would be sent down to the ship in distress.

2°. When I \on/ the ***Medusa*** steamed past the **Fystam bay** from quite a distance, we were able with [our] binoculars to see the ship lying there and could make out the Dutch flag, however we couldn’t see any flag showing distress (‘*in sjouw’*) or requests for assistance. –

3°. That the English little steamship ***Tartar*** coming from there, steaming past us one hour before returning to **Hongkong**; that it was practically sundown, dark moon, one strong increasing wind from the East, causing the ***Medusa*** not to log more than two miles. Steaming however on full speed; that the ***Medusa*** was in a narrow passage (?‘*in de nauwte zijnde*’) and night was about to fall, […]

[right hand side]

[…] finding no freedom, indeed under these circumstances found it to be irresponsible to steam into the **Fytam bay**, I had to do everything to secure the safety of the ones entrusted to me and get the deep-lying vessel outside of the narrow [passage] into the sea before nightfall. –

4°. The pointer being on board with me ensured me the ship there was safe.

5°. I couldn’t provide assistance with ***Medusa*** since the auxiliary steaming capacity was only barely sufficient under favorable circumstances, being stillness of wind and flat sea, to give a speed of five miles to Medusa, and therefore towing another large ship being out of control was impossible. Also, I couldn’t give the commander any masts or rudders.-

6°. Because there wasn’t any danger of life for the crew on said vessel, and the Commander already was in touch with the gouvernment of Hongkong, and said government has the possibility of many ways of helping, and I, being without tools for helping the said ship, couldn’t dare to use Medusa, and

7°. By virtue of the commision given to me, where speed is essential, can’t afford any delays, and I have suffered already so much delay on my journey.-

[img\_0469.jpg]

All these reasons made me come to the decision to steam on, with the firm belief that if had I acted otherwise, I would have been irresponsible and therefore acting reprehensible, not in the interests of the Government.

Captain Marine Lieutenant [scribble]

 [End of these extra pages explaining why *Medusa* didn’t help a Dutch ship in need of assistance]

[img\_0468.jpg] => extra text only

[img\_0469.jpg]

 **[no folio number]**

 **Quay of Hong Kong**

July 1856

**1856, Sunday 27 July**

[VM 8:00-12:00] Had [crew] do general clean ship. – Then mending and sewing. – At 11:30 ignited the fires. Gave extra liquor.

 [signed] A.M. Simon

**1856, Sunday 27 July**

[AM 12:00-16:00] Put gallant rods into place. Adjusted gear, *jaaghout* (more details of preparations), started to hoist the anchor. At 1 o’clock made steam. Hoisted flag. At 2 o’clock pulled up anchor, increased speed and steamed by directions of the pointer from the quay of **Hongkong** through the **Lama passage** to the sea. Cleaned chains and clamped it below. Prepared everything to hoiste the gallant beams. Stowed away the anchor, cleaned deck, flushed hold. –

Passed an ***English steamship*** which was approaching the quay.

At 4 o’clock we observed **Green Island** at NNW ½ W, **Tree Island** at E ¼ W.

 [signed] Brantsen

**1856, Sunday 27 July**

[PV 16:00-20:00] Steered on by directions of the pilot throught the **Lama passage**. Flushed the hold deck. At sundown put a reef inside the topsails and fastened them. At 6 o’clock saw under the island of **Hongkong** on portside a troubled ship without mainsail, cross mast, carrying a Dutch flag. We then hoisted ours. Later on we heard a shot coming from that direction. We however followed our course.

At 7:35 observed the **island Potay** ENE ¾ E and the NE islands of **Lamma** SE ½ S.

At 7:10 we had sight of the highest point of **Potoy** straight on North. We stopped a while in order to have the pointer Adhayo leave board. Steered then to ESE.

This past watch had the highest Peak of **Potoy** at NW ½ W and the NE corner of **Lamma** at S by E ¼ E.

 [signed] E Posthoorn

[img\_0470.jpg]

 **[no folio number]**

 **Chinese sea**

July 1856

**1856, Sunday 27 July**

[EW 20:00-24:00] All well at the rounds. Adjusted the longship sails. At 8:10 we had the island of **Lema** straight on South.-

 [signed] A.M. Simon

**1856, Monday 28 July**

[HW 0:00-4:00] All well at the rounds. Stowed away *kluiver* and *bezaan* sails for increasing winds.

 [signed] Brantsen

**1856, Monday 28 July**

[DW 4:00-8:00] Took down the top gallant lay sails from the beams and took out the gear of the gallant lay sails. Put into place the storm *bezaan* sail. Later on we adjusted *kluiver* and *bezaan.* At daybreak we made out the **Lema** islands in the NW by W, but soon lost sight of them. At rollcall not present the sailor 3rd class F.H. Maas, junior sailors G Overheul, D Otran, A.F. Voskuil and the sailor 3rd class J W Bolle. At 6:30 *Overal,* at 7 o’clock we loosened topsails and jib. Put a reef in the topsail, then again took it out again. Adjusted the topsails with one reef and adjusted jib.

Steered by the wind. At 7:30 we steamed quietly.

 [signed] E Posthoorn

**1856, Monday 28 July**

[left margin] During the disconnection in the engine room at the moment the thermometer at the terrace is 120°

 at the front fire place 132°

 at the back fire place 126°

 at the tweendeck 94° (no one lives there ‘*onbewoond*’)

 at the DW we had already decreased the fires, and at this [watch] lying \for ½ hour/ at the [illegible] of the temperature

[VM 8:00-12:00] At 8:15 we stopped the engine. – [illegible] the topsail [somethings] in order to disconnect. Thereafter we again steered b.t.w. (by the wind). Double shearing of half [sails] and [illegible] sails and top gallant sails. – Had [crew] make general clean ship and do cleaning. Scrubbing outside board. – Dried lay sail tents. Held a semi-interrogation of the sailor 3rd class P. Man.

 [signed] A.M. Simon

[img\_0471.jpg]

*[image is out of focus, following page has lots of guesswork]*

 **[no folio number]**

 **China sea**

July 1856

**1856, Monday 28 July**

[AM 12:00-16:00] Adjusted sails (details) [illegible]

 [signed] Brantsen

**1856, Monday 28 July**

 [margin left] Gave out extra liquor. [illegible] heavy overboard

[PV 16:00-20:00] [illegible] completely reefed up , and adusted jib. Took down the top gallant beams. [illegible] braced [illegible] for the wind. Put into place the storm jib. Gave out extra liquor. [illegible] SW, SSW, and braced [illegible] , kept NE ½ E, took one reef from the jib. [illegible]

 [signed] E Posthoorn

**1856, Monday 28 July**

[EW 20:00-24:00] All well at the rounds. In arrest the sailor 2nd class [illegible] for inappropriate expressions to the Corporal. The gaff of the front bark sail snapped, we stowed it, as well as the front stag sail. This past watch completely reefed up the topsails, and stuck a reef inside the jib.

 [signed] A.M. Simon

[img\_0472.jpg]

 **[no folio number]**

 **China sea**

July 1856

**1856, Tuesday 29 July**

[HW 0:00-4:00] All well at the rounds. Braced whenever necessary. Kept on pumping empty during the whole watch.

Gave an Extra shot of liquor.

 [signed] Brantsen

**1856, Tuesday 29 July**

[DW 4:00-8:00] Steered NE ½ E. Pumped empty at the start of this watch with the large bus-pumps. During all of this watch the pump inside the engine room was in use. At daybreak hoisted *stag* sail, took the reef outside of the jib, and one reef from the main *bark* sail. Adjusted it. *Overal* at 6:30. Took 2 reefs out of the mainsail, and 1 reef out of the front topsail.

 [signed] E Posthoorn

**1856, Tuesday 29 July**

[VM 8:00-12:00] Took out the reef from the main *bark* sail, 2 reefs from the ~~main~~ front topsail and 1 from the main topsail. – Adjusted cross sail of 2 reefs and *kluiver* sail. Put the top gallant rods into place. – Made general clean shp. Continued with the interrogation of [illegible] P Man . [signed] A.M. Simon

**1856, Tuesday 29 July**

[AM 12:00-16:00] Steered NE by E. Took out the 2nd reef from the top gallant sail, stowed top gallant beams. Put into place top gallant sails and *bezaan* sail. Took down *stag* jib. Braced whenever necessary.

 [signed] Brantsen

**1856, Tuesday 29 July**

[PV 16:00-20:00] At 4 o’clock set course to NE by E ½ E.

Braced with the wind. Changed the [illegible]. At 6 o’clock hoisted chimney and ignited the fires. at 6:15 turned around portside in order to connect the propeller axis (‘*schroefas*’) to the engine. Thereafter we again braced fully.

At 8 o’clock had steam.

 [signed] E Posthoorn

 [one folio seems to be missing in between, from 29 July PV up to 30 July PV]

[img\_0473.jpg]

 **[no folio number]**

 **China Sea and Strait of Formosa**

July 1856

**1856, Wednesday 30 July**

[AM 12:00-16:00] At 12 o’clock steered NE by E ½ E. Had [crew] polish weapons. This past [watch] stowed *kluiver,* top gallant sails and *bezaan* for increasing portside [wind].

 [signed] Brantsen

**1856, Wednesday 30 July**

[PV 16:00-20:00] At 4 o’clock steered NE by E.

Put into place the front poles, *stag* sail ladder and small ladder. From the first one we obtained 3 poles and from the second 2 poles. Adjusted the stagsail, *kluiver* and *bezaan* sails. At 6:30 we had sight of land and observed the **Lumoch** (?) **islands** in the WNW w/s N. At 7:30 stowed away all sails because the wind blew from straight ahead.

At 8 o’clock we measured depth of 28 *fathom* : sand with black specks and little shells. (‘*zwarte spikkels en schelpjes’*).

At the rounds of hold, gear and battery all is well.

 [signed] E Posthoorn

**1856, Wednesday 30 July**

[EW 20:00-24:00] All well at the rounds. Took the beams over starboard because of the wind coming from portside.

At 10 o’clock we measured depth 25 fathom – fine sand-

At 12 o’clock we measured depth 26 fathom – fine sand with little shells.-

Tipped ash.

 [signed] A.M. Simon

[left page of folio, across]

***ACCORDING TO THE MIDDAY VALUES OF 31 JULY 1856 AT 12 O’CLOCK AT NIGHT WE PASSED THE TROPICS***

*Passeerden volgens het middagbestek van 31 juli 1856*

*des nachts om 12 u de keerkringen*

[back to right page of folio]

**1856, Thursday 31 July**

[HW 0:00-4:00] All well at the rounds.

2 o’clock measured 28 fathom fine white sand

2 o’clock measured 29 fathom blue sand with shells

 [signed] Brantsen

**1856, Thursday 31 July**

[DW 4:00-8:00] Steered NE.

Adjusted successively all longshp sails. At 5:30 saw land in the NW. (probably the mainland coast of China). Flushed the upper deck. Had [crew] do cleaning. At 6:30 *Overal.* Aired several wet sails and tents. Saw 8 large Chinese vessels around us. At the rounds of hold, gear and battery all is well. **Did repairwork on the salinometer**. Starboard front and portside back again spewing and SB back and PS front spewing. Then we flushed … as much as possible. Tipped ash.

 [signed] E Posthoorn

[img\_0474.jpg]

 **[no folio number]**

 **Strait of Formosa**

July 1856

**1856, Thursday 31 July**

[VM 8:00-12:00] Had [crew] do cleaning and dress. Held mess by mess inspection.- Punished with 60 slaps in front of the grille: sailor 3rd class P Man, for drunkenness and \willfully/ molesting his superiors. Finished work of the front bark sail gaff. Put into place the front bark sails. – Excersising with penalty platoon. Took the covers from the barges.

 [signed] A.M. Simon

**1856, Thursday 31 July**

[AM 12:00-16:00] Set course to NE.

Transferred the coal from the hold to the side coal huts. Had [crew] do laundry. At 3 o’clock the wind turned to the NE, we adjusted the longship sails and steered NE. Put into place the sails which were aired and dried; then again stowed them away when necessary. Two vessels.

 [signed] Brantsen

**1856, Thursday 31 July**

[PV 16:00-20:00] At 4 o’clock steered NE ½ N.

Put into place the longship sails whenever necessary. Took down the top gallant beams. Saw several Chinese vessels around us. At sundown from the top nothing noteworthy. Held *appèl* drill at the battery.

At the rounds of hold, gear and battery nothing of importance. Tipped ash.

 [signed] E Posthoorn

**1856, Thursday 31 July**

[EW 20:00-24:00] At 8 o’clock steered NE. –

At the rounds all is well. [signed] A.M. Simon

[img\_0475.jpg]

 **[no folio number]**

 **Formosa Strait**

August 1856

**1856, Friday 1 August**

[HW 0:00-4:00] At 2:30 the wind started to blow from the NNW, we took down the beams and adjusted the longship sails. All well at the rounds.

 [signed] Brantsen

**1856, Friday 1 August**

[DW 4:00-8:00] Steered NE. The wind diminished, we continued with the full *bark* sails lying to ENE. At sunrise from the top nothing to see. Made clean ship at the upper deck. At 6:30 *Overal.* At the rounds of Hold, gear and battery all is well. Saw 2 Chinese vessels. Cleaned out 3 fires and tipped ash.

 [signed] E Posthoorn

**1856, Friday 1 August**

 [VM 8:00-12:00] At 9:30 steered NE. – Stowed sails. Hung out laundry to dry. Held mess by mess inspection. Had [crew] air the sleeping quarters and mending and sewing.

 [signed] A.M. Simon

**1856, Friday 1 August**

[AM 12:00-16:00] Had [crew] do mending and sewing. Saw 2 junks at the shore of **Formosa** which we observed at 4 o’clock at SE by E.

 [signed] Brantsen

**1856, Friday 1 August**

[PV 16:00-20:00] Steered NE.

Put into place top gallant beams and upper gallant beams. Adjusted all square and longship sails. Braced by the wind, excercised from 5 o’clock to 6 o’clock with the sails.

Steered by the wind up to that we were at 3 (?) NE. Set course to NE. At sundown observed **Formosa** at E ¼ S.

At 5 o’clock we diminished steam.

 [signed] E Posthoorn

[img\_0476.jpg] => same page as 0475

[img\_0477.jpg]

 **[no folio number]**

 **In the Pacific** *(‘in de stille ~~zuid~~ zee’)*

August 1856

**1856, Friday 1 August, Continued**

[PV 16:00-20:00] Kept letting off steam several times to clear the chimney of soot. Cleaned out 2 fires. Tipped ash. The middle [illegible] became overheated, cooled it with water.

At the rounds of Hull, gear and battery found the [illegible, *zwaanhals*?] of the rope on portside to have snapped off.

 [signed] E Posthoorn

**1856, Friday 1 August, Continued**

[EW 20:00-24:00] All well at the rounds. Tipped ash.

 [signed] A M Simon

**1856, Saturday 2 August**

[HW 0:00-4:00] At 1 o’clock [illegible] and continued our course steaming. At 3 o’clock the wind started to blow from the NW, [illegible] then we adjusted all sails and dimished steam. All well at the rounds.

 [signed] Brantsen

**1856, Saturday 2 August**

[DW 4:00-8:00] Steered NE.

Started the day making general clean ship. At sunrise from the top nothing to see. Adjusted successively portside top gallant and upper lay sails. At 6:30 *Overal.* At the rounds of Hold, gear and battery all is well.

 [signed] E Posthoorn

**1856, Saturday 2 August**

[VM 8:00-12:00] Continued with general clean ship. The wind decreased, therefore we stowed lay sails, top gallant sails and jib.

 [signed] A.M. Simon

[img\_0478.jpg]

 **[no folio number]**

 **Pacific** *(‘Stille Zee’)*

August 1856

**1856, Saturday 2 August**

[AM 12:00-16:00] At 2 o’clock had [crew] do cleaning. We greased the battery. The wind coming from starboard, braced around and again adjusted all portside lay sails .

 [signed] Brantsen

**1856, Saturday 2 August**

[PV 16:00-20:00] Steered NE.

Upcoming watch the wind was blowing faintly from the SW, we hoisted the square sails. Held inspection of weapons. Stowed all longship sails and at 6 o’clock adjusted the starboard and portside lay sails. Then filled the kettles up to the right levels, swept flamepipes and [illegible]. Fitted a new grill inside the fires and prepared the fires to be ignited. Put the fork on the propeller.

Punished with provisory joining the penalty platoon and abstinence of *jenever* rations: sailor 3rd class Jacobs, de Koning, Meerman and van der Laan.

At the rounds of Hold, gear and battery all is well. Pumped empty. At sundown from the top nothing noteworthy to see.

 [signed] E Posthoorn

**1856, Saturday 2 August**

[EW 20:00-24:00] All well at the rounds. Stowed lay sails on starboard, braced a little, put into place the front upper portside and top gallant lay sails and adjusted the longshp sails. Adjusted *grietje* sail. Pumped using the pumps until empty.

 [signed] A M Simon

**1856, Sunday 3 August**

[HW 0:00-4:00] At 3 o’clock against diminishing wind we stowed lower lay sail and [illegible]. During this whole watch we kept pumping water. All well at the rounds.

 [signed] Brantsen

**1856, Sunday 3 August**

[DW 4:00-8:00] Stowed the lay sails and braced with the wind with a diminishing breeze. Not having a dam inside the ship we lay at ESE. Flushed the upper deck. Had [crew] do cleaning. At 6:30 Overal. Adjusted all longship sails. This past watch the wind came from the East and South and we were pulled to the SW, braced square. At sundown from the top nothing to see. At the rounds of [line missing, probably reads: hull, gear and battery all is well. [probably signed by] E Posthoorn].

[img\_0478.jpg]

 **[no folio number]**

 **Pacific** *(‘Stille Zee’)*

August 1856

**1856, Saturday 2 August**

[AM 12:00-16:00] At 2 o’clock had [crew] do cleaning and greased the battery. The wind coming in from starboard, braced a little and again adjusted all sails by the wind (*b.d.w = bij de wind*).

 [signed] Brantsen

**1856, Saturday 2 August**

[PV 16:00-20:00] Steered NE.

Upcoming watch the wind blew faintly from the SW, brace square. Held inspection of weapons. Stowed all longship sails and at 6 o’clock adjusted the starboard and portside lay sails. Then we put out the fires, kept the water in the kettles on level. Swept the flamepipes (exhausts) and tipped 50 buckets of ash. Fitted several new grilles in the fires and prepared the fires to be ignited. Put the fork on the propeller.

Punished with temporary transfer to penalty platoon, and abstinence of *jenever* ration: sailors 3rd class Jacobs, H W Koning, Meerman and van der Laan. At the rounds of Hold, Gear and Battery all is wel. Pumped empty. At sundown from the top nothing special to see.

 [signed] P van der Ham

**1856, Saturday 2 August**

 [EW 20:00-24:00] At the rounds all is well. –

Stowed starboard lay sails, braced a little, adjusted portside front upper , top gallant lay sails and the longship sails. Adjusted *grietje* sails. Pumping away to empty.

 [signed] A.M. Simon

**1856, Sunday 3 August**

[HW 0:00-4:00] At 3 o’clock for diminishing wind, stowed lower lay sail and braced by the wind. Pumped almost all of the watch. At the rounds all is well.

 [signed] Brantsen

**1856, Sunday 3 August**

[DW 4:00-8:00] Stowed the lay sails, braced a little with the wind because of diminishing winds. Because we didn’t have any speed in the ship we lay for ESE. Flushed the upper deck, had [crew] do polishing. At 6:30 *Overal*. Stowed all longship sails for stillness. This past watch the wind turned from the East and South to the Southwest, we braced square.

At sundown from the top nothing to see. At the rounds of Hold, Gear and Battery all is well.

*[one line missing, signature not visible]*

[img\_0479.jpg]

 *Photograph of same page as img\_0478.jpg, this time with signature, bottom right:*

 [signed] P van der Ham

[img\_0480.jpg]

 **[no folio number]**

 **In the Hollow Sea** *(‘In de Holle Zee***’***)*

August 1856

**1856, Sunday 3 August**

[VM 8:00-12:00] Had [crew] cleaning and getting dressed. – At 10 o’clock held general inspection. –

After that we read out the ship’s articles. Adjusted the lay sails to the incoming wind.

 [signed] A.M. Simon

**1856, Sunday 3 August**

[AM 12:00-16:00] Braced over starboard. Pumped [kettles] empty.

 [signed] Brantsen

**1856, Sunday 3 August**

[PV 16:00-20:00] The wind fell completely flat, and the rolling of the ship was heavy, the main topgallant had hit the gallant mast and snapped, therefore we stowed the top gallant sails and upper top gallant sails. Took down the top gallant beams. Repairwork of the main top gallant sail. At the rounds of Hold, gear and battery all is well.

In the engine room, took off the soot and the ash from behind the firebridges, tipped it overboard. Packed the spewing valves of the back kettle and fastened the power supply and pumps. […[ working on cleaning the kettles, engines. Took the fork from the propeller. At 6:30 hours we ignited the fires. We had steam at 8. [no signature]

[img\_0481.jpg]

 **[no folio number]**

 **In the Pacific** *(‘In de Stille Zee***’***)*

August 1856

**1856, Sunday 3 August**

[EW 20:00-24:00] All well at the rounds. Tipped ash.

 [signed] A.M. Simon

**1856, Monday 4 August**

[HW 0:00-4:00] At the Rounds all is well. Adjusted *kluiver, stag* sail, front [..] lay sail.

 [signed] Brantsen

**1856, Monday 4 August**

[DW 4:00-8:00] Steered NE. With the upcoming of the watch we adjusted all square sails and again stowed them for decreasing wind and stillness. Flushed the upper deck. Had [crew] do cleaning. At sunrise from the top nothing to see. At 6:30 *Overal.* Adjusted the longship sails. At the rounds of Hold gear and battery found a hole in the *kluiver* sail. Repaired it.

At 7 o’clock deceased: junior sailor K.G. van Rossum.

 [signed] P van der Ham

[margin left]

Brain and spewing valves ½ open

**1856, Monday 4 August**

[VM 8:00-12:00] Had [crew] do cleaning and getting dressed.

Held clothes parade (‘*plunje parade*’). Stowed and put into place the longship sails to the direction of the wind. –

According to the record made by the 1st Engine Driver at 12 o’clock the amount of coal is measured to be 58.000 Dutch pounds.

 [signed] A.M. Simon

**1856, Monday 4 August**

[AM 12:00-16:00] Adjusted the longship sails. At 1:30 the wind was coming from the NNW, we loosened the sails and adjusted the sails to the wind. (*b.d.w. = bij de wind*]. At 2:30 hours we stopped the engines. Turned and disconnected the propeller, then again braced fully and continuing our NE sailing course.

Stopped the fires, spewing kettles partly empty. Again prepared the fires to be ignited.

Had [crew] do laundry.

 [signed] Brantsen

[img\_0482.jpg]

 **[no folio number]**

 **In the Pacific** *(‘In de Stille Zee***’***)*

August 1856

**1856, Monday 4 August**

[PV 16:00-20:00] Steered NE.

At 6:30 one shower from the NE, stowed top gallant sails. Fastened upper top gallant sails. Put 1 reef in the topsails. Gave out extra liquor. The wind went completely still, faint, we braced whenever necessary. At 4:30 […] we put today the corpse of deceased junior sailor A G van Rossum overboard. At sundown from the top nothing to see. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

[margin left]

Gave one extra shot of liquor.

**1856, Monday 4 August**

[EW 20:00-24:00] Put into place the top gallant sails and stowed the *bark* sails. Took out the reef from the topsails. At the rounds all is well.

 [signed] A.M. Simon

**1856, Tuesday 5 August**

[HW 0:00-4:00] Adjusted sails (details). At the rounds all is well.

 [signed] Brantsen

**1856, Tuesday 5 August**

[DW 4:00-8:00] Steered by the wind. Started the day with making clean ship. Pumped empty two times, from 0,18 / 0,33 up to 0,00 / 0,07. Adjusted *bark* sail and upper *grietje* sails. At 6:30 Overal. At sunrise from the top nothing to see. Flushed the tweendeck. Had [crew] do cleaning. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Tuesday 5 August**

[VM 8:00-12:00] Had [crew] do laundry. Hoisted the chains and checked them. Folded away dry laundry. Took down main *bark* sail.

 [signed] A.M. Simon

[img\_0483.jpg]

 **[no folio number]**

 **Pacific** *(‘Stille Zee***’***)*

August 1856

**1856, Tuesday 5 August**

[AM 12:00-16:00] Continued the chores of the VM watch. Adjusted jolley, put starboard front *david*s (?) alongside [the ship], laysails into place and adjusted them. Finished the work of lowering down the chains.

 [signed] Brantsen

**1856, Tuesday 5 August**

[PV 16:00-20:00] Steered by the wind.

Adjuste the front upper top gallants and top gallant and *pardoens* rods, and the *pardoens* crosswise. From the first we obtained 3 palm and the second 2,5 pal. From the third 4 dutch duim, from the forth 4 Dutch duim lengths.

After that we also put into place the top gallant rigging and then obtained 1,5 palm.

During this watch we pumped empty several times. Gave extra liquor at the occasion of the birthday of **H R H. princess Louise**, daughter to Prince Frederik. At 6 o’clock fastened the upper top gallant sails.

At sundown from the top nothing to see. Put a reef inside the topsail. Gave extra liquor to the crew of the crosstop. At the round of Hold, gear and battery all is well.

 [signed] P van der Ham

[margin left]

Gave one extra shot of liquor.

Gave one extra shot of liquor to the crew of the Cross top.

**1856, Tuesday 5 August**

[EW 20:00-24:00] All well at the rounds. – Stowed front topgallant and *grietje* sails for heavy rolling of the ship. – Stowed main topgallant, took down the upper topgallant beams. – stowed several sails (details). Put a second reef inside the topsail.

 [signed] A.M. Simon

**1856, Wednesday 6 August**

[HW 0:00-4:00] Because of very heavy thunder rainstorms, we stowed jib, topgallant sails and had the topsails sit on the sides. We adjusted the stag jib. Adjusted sails (details). At the rounds all is well.

 [signed] Brantsen

[img\_0484.jpg]

 **[no folio number]**

 **In the Pacific** *(‘In de Stille Zee***’***)*

August 1856

**1856, Wednesday 6 August**

[DW 4:00-8:00] Steered NE by N and NE.

At daybreak we started to put the rigging poles {‘*stag*’) into place. From the jib rigging we obtained 0.06 El, front pole 0.09 El, top gallant pole 0.5 El, main rigging 0.07, cross pole 0.2, mainsail poles 0.3. Front top gallant pole 1.4; [..] *grietje* pole 0.3 mainsail pole *pardoes* 0.1 El.

At 5:30 we adjusted the jib, *bark* sails and cross sail.

At 7 o’clock we adjusted mainsail, at sunrise from the top nothing to see. At 6 ½ *Overal*. – We pumped empty 2 times, at the rounds in hold gear and battery all is well.

 [signed] P van der Ham

**1856, Wednesday 6 August**

 [VM 8:00-12:00] Stowed bark sails and *bezaan* sails for increasing wind. Adjusted sails (details). Obtained from the *bezaan* rigging 0.05 El. – Due to the heavy rolling of the ship the wooden paneling of the galleon was swept away.

 [signed] A.M. Simon

**1856, Wednesday 6 August**

[AM 12:00-16:00]. Due to the wind we [illegible].

 [signed] Brantsen

[img\_0485.jpg]

 **[no folio number]**

 **In the Pacific** *(‘In de Stille Zee***’***)*

August 1856

**1856, Wednesday 6 August**

[PV 16:00-20:00] Steered NE by N.

Adjusted main topgallant sail. Took down *stag* sail. At 6 o’clock took out the 2nd reef from the main topsail. At sundown from top nothing to see. At the rounds of Hold, gear and battery found the starboard turtle (? ‘*schildpad’*) of the main rigging to be broken. During this watch we kept pumping empty.

 [signed] P van der Ham

[margin left]

Engine room finished work of the checking and putting into order of the chests of the kettles; the tinning of [..] rolls, the forging of sheets; we cleaned 3 kettles, opened up the airpumps, checked them, and fitted pistons.

Temperature of coal huts 90° Fahrenheit [signed].

**1856, Wednesday 6 August**

 [EW 20:00-24:00] All well at the rounds. Stowed main topgallant and main sheet.

 [signed] A.M. Simon

**1856, Thursday 7 August**

[HW 0:00-4:00] Braced a little on portside. Adjusted the [illegible] sail and let the X/sail (=cross sail) run on the wind.

All well at the rounds.

 [signed] Brantsen

**1856, Thursday 7 August**

[DW 4:00-8:00] Steered NE by N.

At the coming of the day we put out the reefs from the topsail, adjusted them, later on we adjusted the topgallant sails and again were busy adjusting the starboard lay sails.

*Overal* at 6:30. Flushed the upper deck. Put into place the jib poles, and obtained from them 0,2 El.

At sunrise from the top nothing to see. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Thursday 7 August**

[VM 8:00-12:00] Adjusted starboard lay sails. - - Fastened [illegible] sails. Took down storm *bezaan* sail and stowed it. Sailed with the wind.

Gave out clothes (‘*plunjes*’).

 [signed] A.M. Simon

[img\_0486.jpg]

 **[no folio number]**

 **Sea of Japan** *(‘Japan Zee’)*

August 1856

**1856, Thursday 7 August**

[AM 12:00-16:00] Had [crew] [illegible]. At 3 o’clock observed in the NE ¼ E the **Maxima Islands**, stowed all lay sails, adjusted *kluiver* sail, *bezaan* and storm sails, bracing by the wind. Steering East.

At 4 o’clock observed the **West Maxima Island** at NNE ¼ E at around 2 miles distance.

 Estimated N. Lat = 31°5’2”

 Average Time m Lon = 128°14’24”

 [signed] Brantsen

**1856, Thursday 7 August**

[PV 16:00-20:00] Steered by the wind at East. At 5 o’clock stowed the topgallant sails and fastened them. At 5 o’clock had the easterly Maxima islands at North. Then steered NE by E. Stuck 2 reefs in the topsail, successively stowed *kluliver, bezaan, bark* sails and jib, in order to diminish speed.

At 6:30 we ignited the fires, hoisted chimney. Turned in order to fit the propeller. Gave out extra liquor to the crew working at the main mast. At 7:30 we lost sight of the most Easterly of the **Maxima island**s in the WNW.

At the rounds of hold, gear and battery all is well. During the day in the engine room working on making [illegible] sheets, the tinning of the [illegible] and fitting of a spewing pump and nighthouse lanterns. Busy on cleaning of engines and kettles. During this watch we kept pumping empty. At 8 o’clock we made steam, kept fires on hold.

 [signed] P van der Ham

[margin left]

At 5:10 we observed the most easterly of the **Maxima** [islands] North at 2 miles distance.

Of this the midday values start to count.

Gave out extra liquor to the crew working on the main mast.

[img\_0487.jpg]

 **[no folio number]**

 **In the Sea of Japan** *(‘in de Japansche Zee’)*

August 1856

**1856, Thursday 7 August**

[EW 20:00-24:00] All well at the rounds. Had the topsails run on the sides, and stowed the cross sail in order to diminish speed. In custody the mariners Heijge and Eversteijn, for arriving at 12 o’clock with their quarter (‘*kooijen*’) on deck, while the whistle ‘quarters up’ was given for 11:55 (*zijnde ten 11:55 kooijen op gefloten*).

Put the kettles up to the right levels with the auxiliary power supply engine.

 [signed] A.M. Simon

**1856, Friday 8 August**

[HW 0:00-4:00] At 12 o’clock steered NE ½ E. At 1:15 hours we put the engine on full ahead. We cleaned up the gear, took down the mats and took out the weavings of the lay sails. Took off the covers of the jolleys. Took out the starboard front *davids*. In custody sailor 3rd class C van der Laan, for not being content with his given orders, and expressing inappropriate comments about that.

 [signed] Brantsen

**1856, Friday 8 August**

[DW 4:00-8:00] Steered NE ½ E.

At daybreak we observed land from the East to the NW. Weren’t able to see clearly due to hazy sky. Therefore at 5 we started to make full speed ahead, in order to approach the shore more closely. Continued with taking out the lay side gear and taking off ropes of the anchor.

At 6:30 *Overal*, flushed the upper deck. Fastened the square sails. Topped and braced square. Adjusted all longship sails. At 7 o’clock the sky clearing up, and observing Iwosima at NNE, we steered again by directions of the Commander.

At 7:45 hours the Dutch flag was hoisted on Iwosima, we took down the flag which was fluttering in the top.

This past watch had Cape Nomo at SE by S.

 [signed] P van der Ham

[img\_0488.jpg]

 **[no folio number]**

 **Sea of Japan** *(‘Japan Zee’)*

August 1856

**1856, Friday 8 August, Continued**

[VM 8:00-12:00] Steered by direction to the bay of Nangasaki. Took down the flag from the main mast, because the Dutch flag on the shore had been hoisted. Stowed sails. Continued to put clean away the gear and all the other things. Put into chains sailor 2nd class Cornelissen, for not following given orders. –

At 10 o’clock ~~dressing~~ in 17 *fathom* of water and 45 *fathom* of portside anchor chain near the **Papenberg**, waiting for permission to steam further inside [the bay].

Set sea watch.

 [signed] A.M. Simon

 [margin left] Extra liquor. A.S.

**1856, Friday 8 August, Continued**

[12:00-24:00] The wind SW, fair. Lowered the hulk. Topping and bracing square. – Coming aboard the upper *banjoost* with following and an officer of the detachment on Japan, to pay compliments.

At 12:30 we were given permission to steam inside [the bay] , we hoisted the anchor, hoisted *kluiver,* and steamed inside. Once (inside) we dropped the portside anchor in 10 fathom of water and 60 fathom of chain. – Fastened the longship sails. We used up 1100 pounds of coal, valve ¾ E with 50 double turns. Dropped of the goods for Japan which we took along. –

Coming aboard the Captain Marine Lieutenant Commander of the Detachment on Decima. – From board our Commander. Obtained from the Opperhoofd of Decima a gift, being refreshments (fresh goods), we divided those among the crew. – After sundown we hoisted the barges. – Checked the hulk. Taptoe drill at 8. At the rounds all is well. At the pump 0.40 /0.38.

In custody sailors Veldhoven and Schneider, for disrespectfulness against the boatswain mate. –

Ship’s depth : back 5,30 / front : 4,85 = steering load 0,45. [signed AS]

Anchor observation : flagpole ENE / kendaro island N ½ W

 [signed] A.M. Simon

**FROM ARRIVAL AT NAGASAKI HARBOUR on AUGUST 8, MANY PAGES ARE LEFT OUT.**

**IMAGES START AGAIN ON SEPTEMBER 4, WHEN MEDUSA IS LEAVING NAGASAKI.**

[img\_0489.jpg] duplicate image of 0488

[img\_0490.jpg]

 **[no folio number]**

 **In Japanese waters** *(‘in de Japansche Wateren’)*

September 1856

**1856, Thursday 4 September**

[PV 16:00-20:00] By directions of the Commander we went out of the **Bay of Nangasaki**. At 5 o’clock observed **Cape Nomo** on South, the N, island of Wiosima at E by S -> according to observation. N Lat 32°44 E Lon 129°43’ where we will start the [midday] values (‘*het Bestek*’). At sundown [observed] **Cape Nomo** at SE by E and ESE. Made all preparations for Sea, had the crew undress, the Engine [illegible] with 10 and 12 pounds of steam, 52 turns, with ½ and ¾ valve 46. The metal [parts] of the main pivot resting block became quite warm and were kept hot using grease (?). Tipped ash.

 [signed] Baak.

**1856, Thursday 4 September**

[EW 20:00-24:00] Steered WSW. At 8:30 at the rounds all is well. Adjusted the longship sails. Braced the top gallant beams over starboard for the wind. Cleaned out 3 fires. Tipped 11 buckets of ash.

 [signed] P van der Ham

**1856, Friday 5 September**

[HW 0:00-4:00] From 1 to 2 o’clock steered SW, had no sight due to the heavy torrential rains. Stowed *bezaan* and *kluiver.*

 [signed] Brantsen

**1856, Friday 5 September**

 [DW 4:00-8:00] From 4 till 4:30 hours steered WSW, and NW, as at 5 o’clock [we observed] land straight ahead we steered W and kept NNW [course]. Adjusted the square sails at 8 o’clock. **Cape Nomo** at E by N and the Southern **islands of Gotto** at N ½ E.

At 6:30 *Overal*, made clean ship, at the rounds all is well, around us many ships.

 [signed] Baak.

[img\_0491.jpg] => close-up of 490

[img\_0492.jpg]

 **[no folio number]**

 **In Japanese waters** *(‘in de Japansche vaarwaters’)*

September 1856

**1856, Friday 5 September**

[VM 8:00-12:00] At 8 o’clock steered N by W ½ W. Adusted upper square top gallant lay sails. Hoisted upper top gallant beams and put upper top gallant sails into place, front *bark* sail and *bezaan* sail.

Dismissed from custody sailor 3rd class Davis. Steered by observation west of the **Gotto Islands** with successively the following courses: 8:45 hours N by W; 9 hours N ½ W; 9:15 hours North; 9:30 N by E and kept following this course. Continued with tidying the haul deck. Had [crew] do cleaning. Lowered the portside chain , took out the starboard ropes in order to reach the broken *lummel,* which the blacksmith was working on repairing. Transported coal from the hold to the fireplaces. Tipped 21 buckets of ash. Sailmaker working on repairing [illegible] sails. Braced with the wind. Had the starboard quarter do laundry. At 12 o’clock observed a small island at starboard at NE ¼ E.

 [signed] P van der Ham

**1856, Friday 5 September**

[AM 12:00-16:00] At 3 o’clock steered course NE by N. Had [crew] do laundry. The starboard quarter, gave part of the / in the hold down at the coal.

This past watch [illegible]. Had sight of the **Gotto Islands** E ¼ S. -

 [signed] Brantsen

**1856, Friday 5 September**

[PV 16:00-20:00] At 6 o’clock wind from NNE, tipped ash, transferred coal from the hold to the fireplaces, cleaned fires. At the rounds all is well.

 [signed] Baak.

**1856, Friday 5 September**

[EW 20:00-24:00] Steered NE. At 8:30 at the rounds all is well. Tipped 20 buckets of ash. Cleaned out 2 fires and gave the last of the coal from the hold to the fireplaces.

 [signed] Posthoorn

[img\_0493.jpg]

 **[no folio number]**

 **Japan Sea** *(‘Japan Zee’)*

September 1856

**1856, Saturday 6 September**

[HW 0:00-4:00] At 1 o’clock due to faint breezes we stowed top gallant sails and upper gallant sails, *bezaan* and [illegible] sails. At 8 o’clock the wind turned, therefore we adjusted sails (details). All well at the rounds.

 [signed] Brantsen

**1856, Saturday 6 September**

[DW 4:00-8:00] At 5 o’clock we braced by the wind, adjusted jib and mainsail, fitted fork on the propeller. Around 6 o’clock braced fully, spewed the kettles empty, stopped the fires, lowered the chimney. Adjusted all square sails of the upper part and gallant. At 6 o’clock we observed the land (Colnet) at S by W ½ W and Masine at ESE ½ E. at 6:30 *overal,* started making general clean ship. Punished with 2 days penalty platoon sailor 3rd class Koos and sailor boy Jansen, for swaying their berths (‘*het slingeren van hunne kooi’*). All well at the rounds.

 [signed] Baak

**1856, Saturday 6 September**

[VM 8:00-12:00] Steered NE> Continued making general clean ship. Pulled up the [illegible] chain. Carpenter working on [illegible], blacksmith finished work on the *lummel* of the sailrod, fitted it again. Then we adjusted the lower lay sails. Paintwork on the captain’s jolley. Taken into custody mariner 3rd class Segers for not following orders given to him by the Corporal. This past watch saw land in the SE w/s E.

 [signed] P van der Ham

[margin left] According to the report of the own investigation by the 1st Engine driver, at the moment the remaining coal [illegible] estimate is 124741 Dutch pounds.

[img\_0494.jpg]

 **[no folio number]**

 **Japan Sea** (*‘Japan Zee’*)

September 1856

**1856, Saturday 6 September**

 [AM 12:00-16:00] Course NE by N.

Due to faint and increasing winds, we adjusted *bezaan,* front topsail, top gallant sail and [illegible]. Held *appèl* drill at the battery and polished the cannons. Had [crew] polish weapons.

 [signed] Brantsen

**1856, Saturday 6 September**

[PV 16:00-20:00] Braced; put away dry laundry; gave an extra shot of liquor to celebrate the birthday of the prince-heir [‘*erfprins’*, right margin: “?”] of His Royal Highness of Orange. From 5 o’clock till 6:30 pumping empty.

[signed] Baak

**1856, Saturday 6 September**

[EW 20:00-24:00] ] Steered NE to N. Successively stowed away due to increasing winds: upper topgallant sails, lay top gallant sails, lower, upper lay sails. Pumping empty. At the rounds nothing worth noting.

 [signed] P van der Ham

**1856, Sunday 7 September**

[HW 0:00-4:00] At 3 o’clock adjusted sails (details). Braced square. Pumping empty.

 [signed] Brantsen

**1856, Sunday 7 September**

[DW 4:00-8:00] Made general clean ship; fastened the portside sails. *Overal* in the usual way. At sunrise from the top nothing to see. At the rounds all is well. Punished with 8 days of penalty platoon for swaying of his berth: mariner 3rd class Beppe. (?)

[signed] Baak

**1856, Sunday 7 September**

[VM 8:00-12:00] Steered NE. Continued flushing the hold deck. Had [crew] do cleaning at the battery, then getting dressed. Blue shirts and white trousers. At 10 o’clock mess by mess inspection, gave out the [illegible], had [crew] mending and sewing. Gave extra shot of liquor. Saw one Chinese or Japanese vessel at starboard side. At 11 o’clock pumped empty.

 [signed] P van der Ham

[img\_0495.jpg]

 **[no folio number]**

 **Japan Sea**

September 1856

**1856, Sunday 7 September**

[AM 12:00-16:00] At 2 o’clock adjusted *kluiver* sail, other sails (details). Put into place storm jib and storm *bezaan,* [illegible].

 [signed] Brantsen

**1856, Sunday 7 September**

 [PV 16:00-20:00] Took off the [illegible] from the crew, into custody sailor v.d. Zaars. All well at the rounds of hold and gear, at sundown nothing to see from the top.

 [signed] Baak

**1856, Sunday 7 September**

[EW 20:00-24:00] Steered NE. At 9:30 we successively adjusted the topsails with one reef ; adjusted top gallants and mainsail. At 9 o’clock we fastened front lay sails on starboard. All well at the rounds.

 [signed] P van der Ham

**1856, Monday 8 September**

[HW 0:00-4:00] Took out the reefs, adjusted *bark* sails and front stag-sails. At the rounds all is well. At sunrise from the top we observed a vessel in the SSW. *Overal* in the usual way. Starting to clean ship and pumping [kettles] empty.

 [signed] Baak

[img\_0496.jpg]

 **[no folio number]**

 **[no position]**

September 1856

**1856, Monday 8 September**

[VM 8:00-12:00] Steered by the wind. Continued flushing the hold deck. Had [crew] do cleaning and getting dressed. Punished with 8 days penalty platoon sailor 3rd class S M de Koning and J den Dekker, for swaying clothes and berths. Punished with 50 slaps of the hand dagger sailor 2nd class G van der Laan, and \with 26 slaps/ mariner 3rd class Seegers, for undisciplinary behaviour against their superiors. At 10 o’clock we held mess by mess inspection, thereafer we had the mariners hold theory [class] at the battery and inspection of clothes for the 3rd division. Adjustment of main *bark* sail.

 [signed] P van der Ham

**1856, Monday 8 September**

[AM 12:00-16:00] Held clothes parade by the 1st Division, thereafter let [crew] do laundry. Adjusted sails (details).

Saw one vessel.

 [signed] Brantsen

**1856, Monday 8 September**

[PV 16:00-20:00] At 4 o’clock put chimney into place and ignited the fires. Had steam at 5:45. At 6 o’clock fastened sails and steered NE, several firestokers were busy during the day to continue work on the [illegible] plates, [illegible] ship’s locks of the sliding chest of the back engine. At sundown saw one Japanese vessel in the N. At the rounds all is well.

 [signed] Baak

[img\_0497.jpg]

 **[no folio number]**

 **[no position]**

September 1856

**1856, Monday 8 September**

[EW 20:00-24:00] Steered NE. At 9:30 the wind came in from starboard and we braced round. At 10 o’clock we diminished steam. Put into place the *kluiver* and *stag* sails. Took them down again at 12 o’clock. Tipped 19 buckets of ash. At the rounds all is well.

 [signed] P van der Ham

**1856, Tuesday 9 September**

[HW 0:00-4:00] At 1:30 we adjusted all longship sails and steered by the wind.

 [signed] Brantsen

**1856, Tuesday 9 September**

[DW 4:00-8:00] At sunrise from the top nothing important to see. At 5:30 we turned on the engine at full power, during this watch cleaned out 3 fires. – When trying to make the engine run more than 48 turns, water … (hard to read, came in ?). Started to make clean ship, stowed away the laundry. At the rounds all is well.

 [signed] Baak

**1856, Tuesday 9 September**

[VM 8:00-12:00] Steered by the wind. Continued flushing the hold deck. Had [crew] do cleaning in the battery and getting dressed in blue shirts and white trousers. At 9:30 mess by mess inspection. Inspection of clothes for the 2nd division. From 10:15 to 11 o’clock had all [crew] do excersise with the guns. At 11 we adjusted topsails and jib. Hoisted top gallant beams, put top gallant sails into place. Crew busy on making mats in the usual way. Sailmaker busy making a new cover for the captain’s jolley. Carpenter repairing several chests for the jolley (‘*sloepskisten’*).

Made several diagrams with the [illegible], cleaned out 3 fires, tipped 21 buckets of ash. At 11:50 stopped the engine and fitted the fork to the propeller. Loosened mainsail.

 [signed] P van der Ham

[img\_0498.jpg]

 **[no folio number]**

 **Sea of Japan**

September 1856

**1856, Tuesday 9 September**

[AM 12:00-16:00] Lowered chimney. Put into place mainsail, top gallant sails and upper lay sails. At 2:30 up to 3:30 Theory [class] at the battery for Commanders. The others did ship’s chores. Took out the reefs.

 [signed] Brantsen

**1856, Tuesday 9 September**

[PV 16:00-20:00] Put away dry laundry. At sundown from the top nothing to see. *Appèl* drill at the Battery, took down top gallant beams.

 [signed] Baak

**1856, Tuesday 9 September**

 [EW 20:00-24:00] Steered by the wind. At the rounds all is well. Pumping empty.

 [signed] P van der Ham

**1856, Wednesday 10 September**

[HW 0:00-4:00] Nothing of importance.

 [signed] Brantsen

**1856, Wednesday 10 September**

[DW 4:00-8:00] Started to make clean ship with sand. At sunrise nothing to see from the top. All well at the rounds.

 [signed] Baak

**1856, Wednesday 10 September**

[VM 8:00-12:00] Steered by the wind. Continued with flushing the hold deck. Had [crew] at the battery do cleaning and getting dressed in blue shirts and white trousers. At 9:15 mess by mess inspection. Then had [crew] air the berths. Gave out satchels and had [crew] do mending and sewing.

 [signed] P van der Ham

 [img\_0499.jpg]

 **[no folio number]**

 **Sea of Japan**

September 1856

**1856, Wednesday 10 September**

[AM 12:00-16:00] Had [crew] do mending and sewing.

 [signed] Brantsen

**1856, Wednesday 10 September**

[PV 16:00-20:00] At 4 o’clock the wind came from the SE, held *appèl* drill at the battery. At sundown from the top nothing to see; **saw several whales around us.**

All well at the rounds.

 [signed] Baak

**1856, Wednesday 10 September**

[EW 20:00-24:00] Steered by the wind. At 8:15 fastened mainsail. At 9 o’clock hoisted chimney and ignited the fires, took the fork from the propeller. At 10:15 we stowed all sails and fastened the square sails. At 10:25 made steam, at 11:30 we turned on the engine. At 11 o’clock we steered East. We had made steam because it was dead still and there was no any motion in the ship. At the rounds all is well.

 [signed] P van der Ham

**1856, Thursday 11 September**

[HW 0:00-4:00] At 1:30 we braced around portside, adjusted the *kluiver* sail.

 [signed] Brantsen

**1856, Thursday 11 September**

[DW 4:00-8:00] At the start of this watch we started to loosen the sails. Adjusted top gallants, topsails, lower and upper top gallant sails at starboard started making general clean ship. From the top nothing to see. At the rounds all is well.

 [signed] Baak

**1856, Thursday 11 September**

[VM 8:00-12:00] Steered East. Hoisted top gallant beams. Adjusted upper top gallant sails. Continued with making clean ship. Had [crew] do cleaning and getting dressed in the battery, blue shirts and white trousers. At 9:30 mess by mess parade. Adjusted lay sails whenever necessary. At 10 o’clock stopped the engine, fitted the fork to the propeller and kept fires on hold. Adjusted the pivot a little. Cleaned 2 fires. Had the crew clean weapons. Into custody sailors 2nd class Themeijer and Posthumus for fighting each other with their weapons. During the morning, successively broken three top gallant lay beams, by the heavy rolling of the ship. This past watch stowed the front top gallant sails, […] and *grietje* sails.

 [signed] P van der Ham

[img\_0500.jpg]

 **[no folio number]**

 **Sea of Japan**

September 1856

**1856, Thursday 11 September**

 [AM 12:00-16:00] Took down *stag* sail and *kluiver* sail. Hoisted cross-sail and lowered portside lay sails. At 3 o’clock the wind turned to SSW, we braced a little and put into place cross-sail and topsail. Had [crew] do laundry. At 3:30 put out the fires and made the kettles [fill] to the right levels.

 [signed] Brantsen

**1856, Thursday 11 September**

 [PV 16:00-20:00] Put into place mainsail at sundown. *Appèl* drill at the battery, from the top nothing to see. All well at the rounds. Put into place *kluiver* sail, hoisted front upper and lower lay sails. Fastened main upper top gallant sails. Put mainsail into place. Closed the gates, took in 40 fathom of portside anchor chain.

 [signed] Baak

**1856, Thursday 11 September**

[EW 20:00-24:00] Steered E ½ N. Made smaller the starboard upper lay sail. At 9 o’clock the wind turned NW, we braced around starboard. Put into place the main rope, front *bark* sail and the starboard upper lay sails. Pumped empty. The the rounds all is well.

 [signed] P van der Ham

**1856, Friday 12 September**

 [HW 0:00-4:00] All 2 o’clock in order to diminish speed we shortened the portside upper lay sails, upper top gallant sails, mainsail and cross-sail. Fastened the mainsail. Hoisted the chimney and at 3:30 ignited the fires

 [signed] Brantsen

**1856, Friday 12 September**

 [DW 4:00-8:00] At 4:30 we had steam and at 5 o’clock we took off the fork and made speed. We adjusted all sails catching wind and braced by the wind. **Observed land** in the N 60° E. At the upcoming watch we changed our compasses to 6° NE. Observed several Japanese vessels. In the usual way held *Overal* and [illegible]. All well at the rounds.

 [signed] Baak

[img\_0501.jpg]

 **[no folio number]**

 **Sailing and steaming in the Sea of Japan**

September 1856

**1856, Friday 12 September**

[VM 8:00-12:00] We were steering high to the wind in order to reach the island of **Kosima** on the upper side. Continued making clean ship in the hold. Had [crew] do cleaning and getting dressed, in blue shirts and white trousers. Took down the upper top gallant beams. At 9 o’clock had sight of the island of **Kosima** on layside at N by E, then set course to ENE. At 9:30 mess by mess inspection. Then had [crew] do mending and sewing. Took down the rigging of the anchors on the bow. Tipped 23 buckets of ash overboard. Slowly started to make out the coast of **Nipon** and **Jesso**. This past watch observed the **Eastern islands of Okosima** at N ¼ W, **Kosima** [..] E 3/8 S**, Peak of Tilesins** at **Nipon** SE 5/8 S. [signed] P van der Ham

**1856, Friday 12 September**

[AM 12:00-16:00] At 12 o’clock steered ENE. At 3:30 had **Kosima** at south and steered E by S. – Braced a little and adjusted front top gallants and the front gallant lay sails to port side. Unclamping [things] at the battery. At 4 o’clock we observed:

 **Kasima** West

 **Matsumae** NE by E ¼ E

 [signed] Brantsen

**1856, Friday 12 September**

[PV 16:00-20:00] Hoisted 40 fathom of starboard chain and [put it] on unclamped battery. Moved cannon [illegible] against the current which was stopped for 8 miles by the [illegible]. All well at the rounds.

 [signed] Baak

[img\_0502.jpg]

 **[no folio number]**

 **In Sangar Strait**

September 1856

**1856, Friday 12 September**

[EW 20:00-24:00] Steered on with a course of N ½ W by directions of the Commander into the **Strait of Sangar**. At 8:30 hours stowed successively all sails. At 8:40 stopped the engine and kept fires on hold. Held the kettles up to the right levels with the auxiliary power engine. Cleaned the fires and [illegible]. Dropped the portside anchor in 8 ½ fathom of water and 40 fathom of chain. Fastened sails and gave extra liquor. Hoisted the officer’s barges and sent them out around [board] in order to measure depth around the ship.

At 10 o’clock we observed ½ miles of current around the SSE, therefore we had turnaround (‘*kentering*’) up to the East, and couldn’t get any more current.

This past watch we put pivot into place. At the rounds all is well.

 [signed] P van der Ham

**1856, Saturday 13 September**

[HW 0:00-4:00] At 3o’clock hoisted officer’s barge. At 3:30 *Overal.* Made steam in the usual way.

 [signed] Brantsen

**1856, Saturday 13 September**

[DW 4:00-8:00] At 4 o’clock hoisted anchor, moved backwards after the anchor had been pulled up, hoisted *kluiver* sail and turned up to East, steamed forward up to [illegible], weaving in a new one. Put rigging into place. Took down lesser *bezaan* sail, fastened *bark* sails and *stag* sails. Increased to full speed and steered, keeping the W islands of [illegible] to North, with a NE course to the Quay.

 [signed] Brantsen

**1856, Saturday 13 September**

[VM 8:00-12:00] Steered NNE and observed the Peak of **Kazoma Saki** at NE ½ E, the [illegible] corner of the bay of **Hakodate** at SSE, we kept off up to SE and steamed towards the quay where we dropped anchor at 8:30 with 40 fathom of portside chain, observing 6 ½ fathom of water.

**Kazoma Saki** mountain North

Tr[illegible] Point South

And W islands near **Hakodate** SW w/s S

Starting Quay Watch.

 [signed] Brantsen

[img\_0503.jpg]

 **[no folio number]**

 **In the Bay of  ~~Nangasaki~~**

**Hakodate**

September 1856

[left hand page]

**1856, Saturday 13 September, Continued**[8:30:00-16:00]

[wind and weather in excel sheet] Parade a 8, hoisted barges, took out the lines from the sails, spewed kettles empty and put out the fires. Lowered the small jolley. Had [crew] do cleaning. Tidied the battery. Scrubbed the engine room and polished the engines. Coming aboard a Japanese [illegible] who came to give permission to interact with the shore. (‘*gemeenschap met de wal’*). In the AM coming aboard to pay his compliments, the vice governor of the city, received him with the necessary honours. Took out the tents and took off the lines from the sails. At sundown hoisted barges, took down flag. *Taptoe* drill at 8 o’clock.

 [signed] Brantsen

**1856, Sunday 14 September**

[wind and weather in excel sheet] *Overal* at 5:30. Flushed decks and had [crew] get dressed. At 8:30 parade. Hoisted flag and *geus.* At 10 o’clock held general inspection of ship and crew. Gave extra liquor. The officer Commander together with the *ètat major* went to the shore in order to pay an official visit to the governor of **Hakodadi**. Had [crew] mending and sewing. At sundown took down flag and *geus,* hoisted barges. At 8 o’clock *taptoe* drill. At the rounds all is well. Promoted to quartermaster of the captain’s barge : 2nd schieman mate J van Negen.

 [signed] A.M. Simon

[right hand page]

**1856, Monday 15 September**

[wind and weather in excel sheet] *Overal* at 6:30. Made general clean ship with sand. Scrubbed outside board, barges, etcetera. At 8:30 parade, hoisted the flag. Continued making clean ship. Had [crew] do cleaning. In the AM held laundry day. At sundown hoisted barges and laundry. At 8 o’clock *taptoe* drill. At the rounds all is well. In the engine room repaired the engine [illegible], busy with making [metal] plates and repairing of ship’s locks, repacking of the trunks and mastheads of the auxiliary power engine. Working on transferring coal from the side huts to the side boxes. Swept chimney and flame pipes. Temperature of coal hut: 82° F.

 [signed] P van der Ham

**1856, Tuesday 16 September**

[wind and weather in excel sheet] *Overal* at 5 o’clock. Loosened sails. Flushed decks. Had [crew] do cleaning and getting dressed. In arrest sailor 3rd class J B van Zelst for not following given orders. Fastened sails. Lowered officer’s barge and had [crew] top and brace the square sails. At 8:30 parade, hoisted flag and *geus*. At 9 o’clock sent the officer’s barge to fetch sand, at 11:45 coming back on board [illegible]. A junk came alongside and we took over 4000 Dutch pounds for the price of ~~23/2~~ three dollar. Had [crew] scrape and grease all of the rigging. At 1 o’clock coming aboard the governor of Hakodadi who was received with the [necessary] honours, and who again left [the ship] at 3:30. After his Excellency paid a visit to the ship we made the Detachment perform several manouevers (‘*handgrepen’*): prepared everything for sailing and pulled up the anchor. We ran the lines to the sides.

Had kettles fill up to the right levels. At sundown took down flag and *geus,* hoisted the barges and had them prepared for sea. Fastened [things] in the battery. – The carpenters were busy at the [illegible] on deck. Sailmaker working on the cover of the Large barge, and finished the work. The cooper did repairwork of ship’s [illegible], stoker did repairwork of the ironwork and metal plates. Hoisted chimney and took off suntent. Transferred some of the coal to the side huts. Taptoe drill at 8 o’clock. 8:30 all well at the Rounds. At the Pump 0,42/0,46

 [signed] Brantsen

[img\_0504.jpg]

 **[no folio number]**

 **Steaming and sailing out of Sangar Strait**

September 1856

**1856, Wednesday 17 September**

[HW and DW = 0:00-5:30] Dropped anchor.

**1856, Wednesday 17 September**

[VM At 3 o’clock ignited the fires and at 5 o’clock we had steam. At 5 o’clock *Overal,* hoisted the anchor. At 5:30 we had hoisted it completely and then slowly increased up to full speed. By directions of the Commander we steamed out of the bay of **Hakudate**, around the cliff up to the ESE. Successively adjusted all longship sails. Hoisted upper top gallant beams and put upper top gallant sails into place. Braced by the wind, and steered by the wind out of the **Strait of Sangar**. Clamped the anchor for going out to sea. […] Started to make general clean ship with sand. At 8 o’clock we observed:

Cape Blount NE ¼ N

Islands Hakodadie NW ¼ W

Vulcano near Cape Esami NE ½ E

 [signed] P van der Ham

**1856, Wednesday 17 September**

[VM 8:00-12:00] we steamed by observation through the **Strait of Sangar**. Continued making clean ship. Had [crew] do cleaning, getting dressed and then had the crew do several ship’s chores. – Marching penalty platoon. Stowed the upper top gallant sails. Shearing in new steering strips, becase the rope had snapped.-

2 times 24 hours confinement : sailor 3rd class P van Zelst for insubordination.

 [signed] A.M. Simon

**1856, Wednesday 17 September**

[AM 12:00-16:00] Had [crew] polish weapons. At 3:45 stopped the engines, put the fork to clamp propeller, put out the fires, and put the chimney. At 4 o’clock inspection of weapons.

 4 o’clock observation

 Cape Esame W w/s N

 Cape Nambu SSW ¾ W

 [signed] Brantsen

[img\_0505.jpg]

 **[no folio number]**

 **Observing from the Sangar Strait**

September 1856

**1856, Wednesday 17 September**

[PV 16:00-20:00] Steered by the wind. Adjusted mainsail. Took down the upper top gallant beams. At sundown at 6:10 observed **Cape Nambu** at SW ½ S and the vulcano near **Cape Esarme** at West.

At 7:30 we turned the SW ½ W. At sundown from the top nothing of importance to see. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Wednesday 17 September**

[EW 20:00-24:00] All well at the rounds. Stowed the top gallant sails and put one reef inside the topsails. This past watch we rounded the East.

 [signed] A.M. Simon

**1856, Thursday 18 September**

[HW 0:00-4:00] At 3:45 turned around the SWest.

 [signed] Brantsen

**1856, Thursday 18 September**

[DW 4:00-8:00] Adjusted top gallant sails. Started the day with flushing the decks. At sunrise from the top saw land (faint sunshine) in the NE by E. at 6:30 *Overal.* At 6:45 we turned around the E ½ S. Had [crew] do cleaning. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Thursday 18 September**

[VM 8:00-12:00] Had [crew] do cleaning and getting dressed. Held mess by mess inspection. Adjusted portside rods and *bezaan* riggings. […] Mariners had theory (class) in the battery. The rest of the crew did ship’s chores. [signed] A.M. Simon

**1856, Thursday 18 September**

[AM 12:00-16:00] At 2 o’clock took out the reef from the topsails. Had [crew] do laundry.

 [signed] Brantsen

[img\_0506.jpg]

 **[no folio number]**

 **Sailing in the Pacific**

September 1856

**1856, Thursday 18 September**

[PV 16:00-20:00] Steered by the wind. Put into place starboard rods, *pardoens* and *bezaan* riggings. At sundown from the top nothing to see. Held *appèl* drill at the battery. At the rounds of Hold, gear and battery all is well. In the engine room swept flameppes and transferred coal to the side cots. Working on ship’s chores. Temperature of coat huts 82° F.

 [signed] P van der Ham

**1856, Thursday 18 September**

 [EW 20:00-24:00] All well at the rounds.

 [signed] A.M. Simon

**1856, Friday 19 September**

[HW 0:00-4:00] For still winds we stowed mainsail, *bezaan* sail and [ill] sails.

 [signed] Brantsen

**1856, Friday 19 September**

[DW 4:00-8:00] Steered by the wind. Hung out the laundry to dry. At daybreak we flushed all decks. Had [crew] do cleaning. At 6 o’clock turned around the South. At 6:30 *Overal.* At the rounds of Hold, gear and battery all is well. At sunrise from the top nothing to see.

 [signed] P van der Ham

**1856, Friday 19 September**

[VM 8:00-12:00] Had [crew] do cleaning and get dressed. Held mess by mess inspection. Airing berths and had [crew] do mending and sewing. – Dismissed sailor 3rd class P. v Zelst. Adjusted the mainsail.

 [signed] A.M. Simon

[img\_0507.jpg]

 **[no folio number]**

 **Pacific** (*‘Stille Zee’*)

September 1856

**1856, Friday 19 September**

[AM 12:00-16:00] Changed jib and top gallant sails. Had [crew] sand down the woodwork.

 [signed] Brantsen

**1856, Friday 19 September**

[PV 16:00-20:00] Steered by the wind. Stowed mainsail for stillness of wind. Folded away dry laundry, from the top at sundown nothing to see. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Friday 19 September**

[EW 20:00-24:00] The wind coming from the SSW, we braced a little over portside. Put into place mainsail and *bezaan* sail. At the rounds all is well. [signed] A.M. Simon

**1856, Saturday 20 September**

[HW 0:00-4:00] Stowed *bezaan* sail.

 [signed] Brantsen

**1856, Saturday 20 September**

[DW 4:00-8:00] Adjusted *bark* sails and *bezaan* sail. At daybreak started to make general clean ship with sand. At sunrise from the top nothing to see. At 6:30 *Overal.* Punished with 8 days of penalty platoon mariner 3rd class Hofman, for sleeping inside his berth; cooper Kreimer [punished] with 4 days for dereliction of duty during look-out, [punished] with 4 days sailor 3rd class Handen for not wearing a shirt (‘*omhemd*’ ?) during rollcall. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Saturday 20 September**

[VM 8:00-12:00] Continued making clean ship.

Had [crew] do cleaning and greasing the battery.

 [signed] A.M. Simon

[img\_0508.jpg]

 **[no folio number]**

 **Pacific** (*‘Stille Zee’*)

September 1856

**1856, Saturday 20 September**

[AM 12:00-16:00] Had [crew] do mending and sewing.

 [signed] Brantsen

**1856, Saturday 20 September**

[PV 16:00-20:00] At sundown from top nothing to see. At the rounds of Hold, gear and battery all is well. During the day busy working inside the engine room fitting a new hinge on the front ship pump and repairwork on copper for a prop of the gangway pivot. Made clean ship inside the engine room. Painted bulkheads, polished the engines and cleaned the kettles. Temperature of coal huts 79° Fahrenheit.

 [signed] P van der Ham

**1856, Saturday 20 September**

[EW 20:00-24:00] All well at the rounds.

 [signed] A M Simon

**1856, Sunday 21 September**

[HW 0:00-4:00] Nothing important.

 [signed] Brantsen

**1856, Sunday 21 September**

 [DW 4:00-8:00] Steered SSW. At daybreak started to flush the decks. At sunrise from the top nothing to see. At 6:30 *Overal.* Had [crew] do cleaning. At the rounds of Hold, gear and battery all is well. This past watch braced a little and put into place starboard upper lay sails and top gallant lay sails.

 [signed] P van der Ham

[img\_0509.jpg]

 **[no folio number]**

 **In the Pacific Ocean** (*‘In den Stillen Oceaan’*)

September 1856

**1856, Sunday 21 September**

[VM 8:00-12:00] Adjusted the lay sails, stowed the *bark* sails. Had [crew] do cleaning and getting dressed. At 9”30 held church and general inspection of ship and crew. Gave extra liquor.

 [signed] A.M. Simon

**1856, Sunday 21 September**

 [AM 12:00-16:00] Braced whenever possible, had [crew] do mending and sewing.

 [signed] Brantsen

**1856, Sunday 21 September**

[PV 16:00-20:00] At sundown from top nothing to see. At the rounds of Hold, gear and battery all is well.

 [signed] P van der Ham

**1856, Sunday 21 September**

[EW 20:00-24:00] All well at the rounds.

Braced a little, adjusted main rope.

 [signed] A M Simon

**1856, Monday 22 September**

[HW 0:00-4:00] Braced at incoming wind.

 [signed] Brantsen

[img\_0510.jpg]

 **[no folio number]**

 **Sailing in the Pacific Ocean** (*‘Zeilende in den Stillen Oceaan’*)

September 1856

**1856, Monday 22 September**

[DW 4:00-8:00] Put into place portside main upper topgallant and top gallant lay sails, adjusted both lower lay sails. Hoisted the main upper topgallant beams, adjusted main upper lay sail.

At sunrise from the top nothing to see. At 6:30 *Overal.* Flushed all decks. Had [crew] do cleaning. At the rounds of Hold, gear and battery found the Hold and upper deck near the water drains to leak everywhere, except in the sickroom and the front huts; furthermore [we found] the hold deck on portside near the back pivot had sunk 0,005 Dutch *El*.

[signed] P van der Ham

**1856, Monday 22 September**

[VM 8:00-12:00] Had [crew] do cleaning and getting dressed. Held inspection, then parade in clothes. – Put into place laysails, braced at the incoming wind. – Paintwork on the main barge and officer’s barge. The craftsmen were working on smaller chores. [signed] A.M. Simon

**1856, Monday 22 September**

[AM 12:00-16:00] Adjusted sail and braced at the incoming wind. Had [crew] do laundry.

 [signed] Brantsen

[img\_0511.jpg]

 **[no folio number]**

 **Sailing in the Pacific Ocean** (*‘Zeilende in den Stillen Oceaan’*)

September 1856

**1856, Monday 22 September**

[PV 16:00-20:00] Put storm *bezaan* sail into place At 5 o’clock stowed successively all lay sails, fastened top gallant sails, put one reef inside the front topsail and main topsail, and 2 reefs inside the cross-sail. Gave extra liquor to the crew of the cross-sail. At sundown saw nothing from the top. At the rounds of Hold, gear and battery found the rope of the portside main topgallant rope and the portside cross-sail had snapped, de repaired them. At 7:30, the wind increasing, we stuck the second reef inside the quart front main topsail. During the day working inside the engine room, forging and fitting a new hinge for the front pump, and making [illegible] plates. Working on striking copper for [illegible]. Repairwork on ship’s lamps, night lanterns. Continued transferring coal from the back hold to the side huts. Temperature back hold 78°, side huts 77° Fahr.

Working on transferring and pressuring the packs for the trunks. At 7:45 steered SSW.

 [signed] P van der Ham

**1856, Monday 22 September**

[EW 20:00-24:00] All well at the rounds. Put into place *kluiver* sail. At 10 o’clock steered S by W, braced a little and put into place the lesser *bezaan* sail. At 11”45 stuck a 3rd reef inside the topsails.

 [signed] A.M. Simon

[img\_0512.jpg]

 **[no folio number]**

 **Sailing in the Pacific Ocean** (*‘Zeilende in den Stillen Oceaan’*)

September 1856

**1856, Tuesday 23 September**

[HW 0:00-4:00] During this whole watch we pumped empty, gave extra liquor to the quarter on watch duty.

 [signed] Brantsen

**1856, Tuesday 23 September**

[DW 4:00-8:00] Put into place nook ropes and (*contrabrassen*) contrasting braces at the lower beams and topsail beams. Took down the top gallant beams, took the top gallant lay sails on deck. At 6:30 *Overal*. For upcoming showers we stowed away the mainsail, reefed up the topsails and jib completely. Took down the *stag* sail. Put *stag* jib and adjusted 1 reef into main barksail. At sunrise from the top nothing to see. Pumped empty during the whole night with the pumps in front and at the back. Gave out extra liquor. At the rounds of hold, rigging and battery all is well.

 [signed] P van der Ham

**1856, Tuesday 23 September**

[VM 8:00-12:00] At 8 o’clock rounded on East. – Adjusted masts. Stowed jib against the heavy rolling. At 11 o’clock pumped empty.

 [signed] A.M. Simon

[img\_0513.jpg]

 **[no folio number]**

 **Sailing in the Pacific Ocean** (*‘Zeilende in den Stillen Oceaan’*)

September 1856

**1856, Tuesday 23 September**

[AM 12:00-16:00] Nothing of importance.

 [signed] Brantsen

**1856, Tuesday 23 September**

[PV 16:00-20:00] At sundown from the top nothing to see. At the rounds of hold, rigging and battery all is well. Pumped empty. During the day in the engine room working on the making of a new hinge for the pump; putting copper on both [illegible] of the field cannons, [working on] making of [..] plates and transferring of coal, making and pressing of [illegible] for the trunks of the working barges. Cleaned the engines. Temperature of coal hold 87 Fahr.

 [signed] P van der Ham

**1856, Tuesday 23 September**

[EW 20:00-24:00] Put into place the front topsail and cross sail. Put a second reef inside the main bark sail. All well at the rounds.

 [signed] A.M. Simon

**1856, Wednesday 24 September**

[HW 0:00-4:00] Put jib into place. Took down the stag jib and reefed it. Completely reefed up the front [illegible] sail and [illegible], fastened the battery by putting a cable [around it].

 [signed] Brantsen

**1856, Wednesday 24 September**

[DW 4:00-8:00] Continued fastening [things] at the battery. Put topgallant rods into place, put [*ganghouten*?] into place. Took out ropes from the rigging of the the upper topgallant and topgallant lay sails. Started putting into place front and main lower rigging. Pumped empty. At 6:30 *Overal.* At the rounds of Hold, rigging and battery all is well. At sunrise from the top nothing to see.

 [signed] P van der Ham

[img\_0514.jpg]

 **[no folio number]**

 **In the Pacific Ocean** (*‘In den Stillen Oceaan’*)

September 1856

**1856, Wednesday 24 September**

 [VM 8:00-12:00] Adjusted the jib rigging and main rigging. Cleaned up decks. Hoisted laundry to dry. Improved putting barges into place. – Dismissed and punished with 14 days of penalty platoon : sailor 3rd class deLabella. [signed] A.M. Simon

**1856, Wednesday 24 September**

 [AM 12:00-16:00] Had [crew] do cleaning, furthermore nothing of importance.

 [signed] Brantsen

**1856, Wednesday 24 September**

[PV 16:00-20:00] Put away dry laundry. At sundown from the top nothing to see. At the rounds of Hold, rigging and battery nothing of importance. At 6:30 the weather started clearing up, we adjusted the tightly reefed front topsails and cross sails, later on we reefed the front *bark* sail, *stag* jib, *stag* sail and reefed jib. We fastened the storm *bezaan* sail and adjusted main *bezaan* and mainsail. During the day in the engine room continued work of repairing the hinge of the front pump and plating copper on the [illegible] of the front *bezaan* and the fitting of [ill.] sheets. Polished the engines, cleaned the division boards between the coal huts. Temperature of coat huts 78° F.

 [signed] P van der Ham

 [img\_0515.jpg]

 **[no folio number]**

 **In the Pacific Ocean** (*‘In den Stillen Oceaan’*)

September 1856

**1856, Wednesday 24 September**, Continued

[EW 20:00-24:00] Took out 1 reef from the topsail, the reef from the jib, and the reefs from the *bark* sails. We adjusted the *kluiver* sail. All well at the rounds. – In arrest the **shoemaker** J.P. Hol for not being present at rollcall.

 [signed] A.M. Simon

**1856, Thursday 25 September**

[HW 0:00-4:00] Put into place main topgallant, took out the reefs from the main topsail, and put into place the mainsail. Taken into custody Z/K Dubel, for being found sleeping during watch.

 [signed] Brantsen

**1856, Thursday 25 September**

[DW 4:00-8:00] Steered by the wind. Dismissed from custody shoemaker Holl, and punished with one hour of watch duty on the jib beam (‘*fokkera*’). Put into place the topgallant rods. Took out the reefs from the front *mars* sail and crosssail, adjusted them. Took the nook tackle blocks. This past watch stowed lower sails, *kluiver, bezaan, bark* sails due to stillness. Put the main *mars* sail onto the side to fasten the rods and *pardoens.* Took the cable rope and other ropes from the battery in the hold. At 6:30 *Overal.* At sunrise from the top nothing to see. At the rounds of Hold, rigging and battery we found the main *bark* sail had been torn in several places, and the [illegible] of the captain’s barge was dented by the david.

 [signed] P van der Ham

**1856, Thursday 25 September**

[VM 8:00-12:00] Continued cleaning up everything, put into place the rods and pardoens and the rigging of the topgallant. Made clean ship. Sanding outside board.

 [signed] A.M. Simon

[img\_0516.jpg]

 **[no folio number]**

 **Sailing in the Pacific** (*‘In de Pacifique zeilende’*)

September 1856

**1856, Thursday 25 September**

[AM 12:00-16:00] At 12 o’clock we steered with a course of WSW, adjusted successively topgallant sails, topsails and *kluiver.* Hoisted top gallant beams, adjusted several sails (details). Had [crew] do cleaning, then doing laundry. Sailmaker working on main *bark* sail.

 [signed] Brantsen

**1856, Thursday 25 September**

[PV 16:00-20:00] Steered S by SW. Continued doing laundry. Adjusted portside upper laysails. At sundown from the top nothing to see. At the rounds of Hold, rigging and battery we found one small hole inside the jib. Sailmaker finished work of the repairing of the main *bark* sail. This past watch adjusted the main sailing rope. In the engine room during the day we continued work on the covering of the [illegible] of the field pieces, and the making of [illegible] sheets. Working on repairing of the clamp of the portside *bakspier* rope. Polished the engines. Temperature of the hold 77° , side huts 77° F.

 [signed] P van der Ham

**1856, Thursday 25 September**

[EW 20:00-24:00] At 11:30 we stowed the lay sails – the [illegible], the top gallant sails and *kluiver* sail for an (upcoming) heavy thundershower. At the rounds all is well. [signed] A.M. Simon

**1856, Friday 26 September**

[HW 0:00-4:00] Fastened top gallantsails.

 [signed] Brantsen

**1856, Friday 26 September**

[DW 4:00-8:00] Steered WSW. At 5 o’clock we put into place the main rope, topgallant sails and *kluiver* sail. Flushed all decks. At sunrise from the top nothing to see. At 6:30 *Overal.* Braced a little, adjusted upper lay sails and top gallant lay sails. At the rounds of Hold, rigging and battery all is well. At rollcall found missing sailor 3rd class E Lindemans.

 [signed] P van der Ham

[img\_0517.jpg]

 **[no folio number]**

 **In the Pacific** (*‘In den Stillen Oceaan’*)

September 1856

**1856, Friday 26 September**

[VM 8:00-12:00]. Had [crew] do cleaning and getting dressed. Stowed away the main rope. At 9 o’clock stowed the lay sails, at 9:45 had one heavy shower with gushing rain, coming in from the NE. We stowed away the topgallant sails, topsails and jib, and *kluiver* sail. Fastened the topgallant sails and *kluiver* sail. Put 2 reefs inside the cross sail, put it into place. \completely reefed up main front topsail /

At 11:45 took out the lesser lay sails, storm jib. Took down the topgallant beams. During the gusts of the wind we steered in front of the wind. At 11:45 again had [normal] course. We ran top and hoist 11,75 miles.

 [signed] A.M. Simon

**1856, Friday 26 September**

[AM 12:00-16:00] Put all reefs inside the *Sch* sails, after taking it down and again putting it up again. Took care of the battery. Put into place top hoists and contra tackles.

 [signed] Brantsen

**1856, Friday 26 September**

[PV 16:00-20:00] Continued putting into place the new main bark sail, put two reefs into it. At sundown from top nothing to see. At the rounds of H , R and B all is well. This past watch adjusted main bark sail and completely reefed it up. In arrest mainer 2nd class van Putten for irregularities during **drinking tea water**. (‘*wanordelijkheden bij het theewater drinken’*)

 [signed] P van der Ham

**1856, Friday 26 September**

[EW 20:00-24:00] All well at the rounds. Put into place front bark sails, storm jib, at 11:30 the reefed-up front main topsail. – Loosened jib. At 11:30 steered W by S.

 [signed] A M Simon

[img\_0518.jpg]

 **[no folio number]**

 **Sailing in the Pacific** (*‘Zeilende in den Pacifique’*)

September 1856

**1856, Saturday 27 September**

[HW 0:00-4:00] Lowered Compasses to 0° variation. Adjusted jib, braced a little. At 2 o’clock took 1 reef from the jib, 2 reefs from the front stagsail, 1 reef from main stagsail, and fastened top gallant sails. At 3 o’clock put rope of the mainsail into place, stowed away *bezaan* and main *stag* sail.

 [signed] Brantsen

**1856, Saturday 27 September**

[DW 4:00-8:00] Steered W by S. Successively took all the reefs from the front topsail and main topsail. Put topgallant beams into place, adjusted front main topgallant sail. Shearing the rigging inside the topgallant lay sails. Adjusted starboard upper lay sails, topgallant lay sails and lower lay sails. At sunrise from the top nothing to see. At 6:30 *Overal.* At the rounds of Hold, rigging and battery we found one topgallant lay sail to be broken, and one small hole inside the new main bark sail. Took away nook tackles and contra hoists. This past watch loosened cross sail and *grietje* sails.

 [signed] P van der Ham

**1856, Saturday 27 September**

[VM 8:00-12:00] Adjusted cross sail and *grietje* sails. Started to make general clean ship with sand. – Put away the wet laundry to dry. – Dried the upper topgallant sails. At 9:30 we steered West. – Punished with arrest on water and bread: mariner van Putten, [punished] with 12 hits of the hand dagger sailor Posthumus for not following given orders. -

 [signed] A.M. Simon

 [img\_0519.jpg]

 **[no folio number]**

 **Sailing in the Pacific Ocean** (*‘Zeilende in den Stillen Oceaan’*)

September 1856

**1856, Saturday 27 September**

[AM 12:00-16:00] At 12 o’clock steered NW, took down lay sails and stowed the topgallant sails, braced a little by the wind, lowered the cross sail and the [illegible], then stuck 1 reef inside the X sail. Had [crew] do cleaning. Sailmaker working on repairing of the main rigging sail.

Took in 40 fathom of both chains.

*[left margin] sailed mostly the full watch with the lay battery in water*

 [signed] Brantsen

**1856, Saturday 27 September**

[PV 16:00-20:00] Steered NW. At 5 o’clock stuck a reef inside the front topsail. The portside cross rope was broken, therefore we again sheared new cross ropes inside it. At sundown from top nothing to see. At the rounds of Hold, rigging and battery all is well. At 7:30 braced by the wind, front bark sail and took out the *bezaan* sail. Steered by the wind. At 7:45 rounded the ESE. This past watch stuck one reef inside the main topsail.

In the engine room finished working on the forging of a piece for the [illegible *uithouder der bakspier*?] rope, and fitting of [ill., ‘*mondproppen*’?] of the field cannons. Made clean ship in the engine room. Temperature of coal huts 82 °F.

 [signed] P van der Ham

**1856, Saturday 27 September**

[EW 20:00-24:00] Put into place *kluiver* sail.

All well at the rounds.

 [signed] A M Simon

**1856, Sunday 28 September**

[HW 0:00-4:00] At 1 o’clock rounded NW, stowed the mainsail, adjusted reefed mainsail.

 [signed] Brantsen

**1856, Sunday 28 September**

 [DW 4:00-8:00] Steered NW. Braced back sharply by the wind. At 5 o’clock put into place mainsail, topgallant sails, *kluiver* sail and front *bark* sail, stowed away main barksail. At sunrise from the top observed land from NW up to the West. At 6:30 *Overal.* Flushed the decks. P de Mann was missing during rollcall. At the rounds of Hold, rigging and battery found the knees [? *knieën*] of the deck beams at the tweendeck so much loosened, that several bolts had become loose, so even [illegible] […] in several places it … [..]

[img\_0520.jpg]

 **[no folio number]**

 **Sailing in the Pacific Ocean** (*‘Zeilende in den Stillen Oceaan’*)

September 1856

[…] deviated one *duim* from the decks. The deck beams near the chimney and the front hatch showed 0,008 to 0,010 *el* deviation from the coal deck. The waterway below the halfdeck near the second strech from behind had sunk one *duim*. The copper near the galley jambs near the main mast in the hold, and upper deck had [illegible]. The Knees of the upper beams also started to loosen, and near the front galley jambs and [illegible] because the tweendeck leaks are increasing day by day.

The tortoises (‘*schildpadden*’) on the nook of the [*kluif*] wood had snapped, therefore we took them up. This past watch we observed land from the West to the North, however we were hard to make out something. Had sight of several vessels.

[signed] P van der Ham

**1856, Sunday 28 September**

[VM 8:00-12:00] Had [crew] do cleaning and getting dressed. Dismissed from custody mainer v Putten and sailor Dubel. Punished with 24 hours arrest on water and bread: sailor P. Man for not being present at rollcall. –

Took the reef from the topsail. Put into place the mainsail and hoisted chimney. Made steam. Took the clamp from the propeller. Braced and adjusted sail whenever necessary and to the incoming winds. – Took the ropes from the anchor and the officer’s barge. Saw several fishing vessels. [signed] A.M. Simon

[img\_0521.jpg]

 **[no folio number]**

 **Sailing and Steaming in the Pacific** (*‘Zeilende en Stoomende in de Pacific’*)

September 1856

**1856, Sunday 28 September**

 [AM 12:00-16:00] Steered by directions of the Commander with a WSW course from Cape King to **Oosima**. Braced whenever possible by the wind. Had [crew] do mending and sewing.

Observed: N island Oosima NW

 S island Oosima SW ½ W

Had sight at lay side of several [pieces of] land however were unable to make out something properly.

 [signed] Brantsen

**1856, Sunday 28 September**

[PV 16:00-20:00] Steered by directions of the Commander at a SW / WSW course passing Oosima to the South. At 4:30 we stopped, however kept up steam. Cleaned out 6 fires and kept kettles on the right levels using the auxiliary power engine.

Took down jib, successively fastened topgallant sails and topsails. Topped and braced square, fitted the rigging. Gave out extra liquor. At sundown observed :

 Eastern Island of Oosima NE by E ¾ E

 Peak of Fusi NNW ¼ W

Peak of island close to Oosima S by W; all the other [illegible ‘*gebroken*’?] islands were entangled in each other behind this island.

Vulcano on Oosima NE by N

We were not able to put this observation on the map of lieut. Jonas, because the broken (?) islands were not positioned well on it.

At 7:15 hours, losing the island of Oosima practically out of our sight, took down *kluiver* and *stag* sail but turned on the engines and continued to lay again around the ENE. Lowered the main *gaffel* beam. Tipped ash.

At the rounds of Hold, rigging and battery found the bumper cloth (‘*stootlap’*)of the *kluiver* sail close to the chimney to be [illegible].

 [signed] P van der Ham

 [margin left] gave out extra liquor

**1856, Sunday 28 September**

[EW 20:00-24:00] All well at the rounds. At 11:30 o’clock steered around the SSE and stopped the engine.

 [signed] A.M. Simon

 [margin left] 12 hrs, Observed: Crater of OOsima North

 Other island SW

[img\_0522.jpg]

 **[no folio number]**

 **Sailing and Steaming from Pacific** (*‘Zeilende en Stoomende van Pacific’*)

September 1856

**1856, Monday 29 September**

[HW 0:00-4:00] Kept [the ship] floating around the SE up to 3 o’clock , then again turned on the engines and steamed towards NNW in order to regain the observation of 12 o’clock.

Into custody the Sailor 3rd class de Bruyne for sleeping during watch duty (?)

 [signed] Brantsen

**1856, Monday 29 September**

[DW 4:00-8:00] At 4 o’clock steered North. At 5 o’clock steered WSW ¾ W, flushed all decks, had [crew] do cleaning. At 6 o’clock again made full speed ahead. Adjusted *kluiver* sail, *stag* sail, front *bak* sail and *bezaan.* Fastened jib and cleared the deck and rigging. At 6 o’clock steered West, closely thereafter having sight of ~~the island~~ the **Rock Island**, steered towards it.

At the rounds of Hold, rigging and battery all is well.

 [signed] P van der Ham

**1856, Monday 29 September**

[VM 8:00-12:00]. Steered by observation to the **bay of Sinoda**. – Dismissed sailors de Man and de Bruyne. –

Had [crew] do cleaning and getting dressed. Stowed the *bark* sails and *stag* sails. – At 9 o’clock the pilot came aboard, - At 9:45 dropped portside anchor in 7 fathom of water and 80 fathom of chain. Then using the starboard anchor we flipped around the SW, portside around the NE, both with 35 fathom of chain. \ and 7 fathom of water/, set quay watch.

**Continuation of Monday 29 September.**

Wind SW, fair. – Lowered the big jolley and small jolley. – Flushed empty the back kettles and then again made them fill up to the right levels and prepare the fires. – Topped and braced square. – Gave out extra liquor.

At 12 o’clock the American consul general came aboard, we received him with the usual honours, and gave him at his departure a salute of 11 shots. – Sanded the white corridor and the copper . – Caulked outside board. Obtained 3000 Dutch kan of drinking water. –

Had [crew] do laundry. At sundown took down topgallant beams and took down flag and *geus.* Hung out laundry to dry. – Sheared the topgallant irons and made preparations to lower the topgallant rods. – At 8 o’clock *taptoe* drill. –

Sailmaker repairing the main bark sail. At the rounds all is well. At the Pump 0.23/0.20.

Blacksmith working on lesser chores.

 [signed] A.M. Simon

 [left margin] Anchor Observation

 S island Central island W ½ S

 Mandelende Bleift S ½ W

 [img\_0523.jpg]

 **[no folio number]**

 **Lying in the bay of Simoda** (*‘Liggende in de baai van Simoda’*)

September 1856

[left hand page]

**1856, Tuesday 30 September**

[wind, weather and water at the pump data in excel] The wind SW – N – NW – North – NE. brz up to stiff brz with gusts, in the morning SW showers with a little rain, later fair weather.

At 6 o’clock *Overal,* lowered Captain’s barge. Flushed decks. Had [crew] do cleaning. Took off topgallant rods and stowed them at the [illegible]. Parade at 9, hoisted flag and *geus.* Punished with 2 x 24 hours on water and bread the junior sailor van der Water and F Moret, for sleeping during duty. During the morning we took in 4000 Dutch *kan* of drinking water, and during the day 24084 Dutch pounds of coal. Put the riggings into place. At 9:30 went from board in order to pay an official visit to the governor of Simoda and the American consul who resides here, the Capt Lieut Commander with several officers. Tidied away dry laundry. The sailmaker working on repairing the cross sail. The carpenter working on caulking outside board. In the engine rooms we straightened the upper grille irons; fitted the tumbled-over wooden boards at the fires on starboard, and found the window to have been torn, so later it has to be repaired. Took in the above mentioned coal, however they turned out to be very bad \and too fine/. Repairing the engine of the back valve of the greasepipe. At 5:30 we ignited the fires, ad 7 o’clock we had steam, thereafter we tried out running the engines. We had steam and put the water in the kettles to the right levels with the auxiliary feeding engine. We used up 1100 pounds of coal for igniting and stopping. Braced the beams by the wind. At 5:30 started the work. At sundown we hoisted Captain’s barge. Taptoe dril at 8, at the rounds all is well. At the Pump 0,15/0,20

[left margin] Gave out extra liquor to the inland Captain rowers.

 [signed] P van der Ham

[right hand page]

**1856, Wednesday 1 October**

[wind, weather and water at the pump data in excel] At 6 o’clock *Overal.* Swept all decks. Had [crew] do cleaning. Emptied water from jolley. [..] that lies 5 buckets of sand. Gave parade and hoisted flag. Put jolley into place, prepared the barges for sea, loosened all longship sails, and furthermore prepared everything to pull up the anchor and start sailing. At 10 o’clock came aboard [illegible] welcomed both Governors of **Shimoda**, hoisted the sea parade flag from the main mast. After they had [come to the] ship, we hoisted [illegible] and the Detachment of Mariners performed several manouevres, saluted their presence \at their place (?)/ with 17 shots.

At 2 o’clock again they went from board, then we [illegible].

Had perform some ship’s chores. At 1 o’clock [illegible] hoisted the portside anchor, \clamped it/, […] the Starboard anchor and we dropped a throw, where we had 20 fathom. Fastened the *kluiver* sail and dropped one to South. Steered by directions of the pilot to Center Island and Sompthampton Rock . [..]

Obtained from here bought 597 (five hundred seven & ninety Dutch pounds) **Rice**. Put into place the cross sails which were seen by the sailmakers. In the morning the [illegible] busy working on ship’s chores. Fastened the [illegible] rigging with storm [illegible] 3250 Dutch pounds, kept the water levels at the right level with the auxiliary power engine. Water at the Pump A 60 / V 58.

 [signed] Brantsen

[img\_0524.jpg]

 **[no folio number]**

 **Sailing in the Pacific** (*‘Zeilende in den Pacifique’*)

October 1856

**1856, Wednesday 1 October**

[AM 15:00-16:00] Steered by directions of the Commander out of the bay of Sinoda and north of and outside of Rock island. At 3:45 having Rock Island at West, we steered WSW. Stopped the engines and put the fork on the propeller. Loosened the [illegible] sails and stuck 1 reef inside the topsails. At 4 o’clock had Rock Island North estimately at 1 ¾ miles distance, according to the [midday] values, Steered SW.

 [signed] Brantsen

**1856, Wednesday 1 October**

[PV 16:00-20:00] Steered SW. Took the 2nd reef in the front *mars* and cross sail. Adjusted jib. Put into place *kluiver* sail, clamped the starboard anchor and stowed it away. Had the chains run to below. Put into place nook tackles and contra hoists, below and at topsail beams. Put into place the sails for the wind. Braced square. Loosened mainsail. Cleared out deck. Gave out extra liquor. Took one cable rope around the hold battery. At sundown from the top nothing to see. At the rounds in Hold, rigging and battery all is well. Had lowered the chimney and again prepared the fires to be ignited.

 [signed] P van der Ham

 [left margin] Gave one extra shot of liquor

**1856, Wednesday 1 October**

[EW 20:00-24:00] All well at the rounds. Into custody sailor 2nd class Lindeman for being found sleeping on duty.

 [signed] A.M. Simon

**1856, Thursday 2 October**

[HW 0:00-4:00] Nothing of importance.

 [signed] Brantsen

**1856, Thursday 2 October**

[DW 4:00-8:00] Steered SW. At 4:40 steered WSW. Braced a little over portside. At sunrise from the top nothing to see. Adjusted sails, front and *bark*sail. Started with the day to make clean ship with sand. At 6:30 *Overal.* At the rounds of Hold, rigging and battery found the upper lay sail drop block and the front topsail beam to have snapped.

 [signed] P van der Ham

[img\_0525.jpg]

 **[no folio number]**

 **In the Pacific** (*‘In den Stillen Oceaan’*)

October 1856

**1856, Thursday 2 October**

[VM 8:00-12:00]. Had [crew] scrub decks and flush them. – Into custoy for 2 days on water and bread, sailor 3rd class Lindemans for sleeping on duty. – Adjusted main rope and adjusted upper front *bark* sail.

 [signed] A.M. Simon

**1856, Thursday 2 October**

[AM 12:00-16:00] Put into place sails (details), took one reef from the topsail, stowed away main rope, braced square, put into place main topgallant sail.

 [signed] Brantsen

**1856, Thursday 2 October**

[PV 16:00-20:00] At sundown from the top nothing to see. At the rounds of Hold, rigging and battery all is wel.

During the day continued in the engine room with the fitting of [illegible] plates, repairwork of the locks, we repaired the smithy and [illegible] strips for the *valreep.* Swept chimney and flame pipes. Checked the auxiliary power valve chests and again closed them. Polished the engine. Temp. coal hut 79° F.

 [signed] P van der Ham

**1856, Thursday 2 October**

[EW 20:00-24:00] All well at the rounds.

 [signed] A.M. Simon

**1856, Friday 3 October**

[HW 0:00-4:00] Nothing of importance.

 [signed] Brantsen

 [img\_0526.jpg]

 **[no folio number]**

 **Sailing in the Pacific** (*‘Zeilende in de Stillen Oceaan’*)

October 1856

**1856, Friday 3 October**

[DW 4:00-8:00] Took out the reefs from the topsails. Adjusted the main upper starboard lay sails, portside lowers and upper lay sails, *kluiver.* At sunrise from the top nothing to see. At 6:30 *Overal.* Flushed all decks. At the rounds of Hold, rigging and battery all is well. Punished with 3 x 24 hours confinement in hut: engine driver (‘*machinist*’) 3rd class G Philipsen for not following given orders, and the throwing of soot overboard on his own accord, not taking into consideration of the duty officer and therefore making dirty the front ship’s [illegible].

 [signed] P van der Ham

[margin left] *This punishment has been cancelled by me after looking into it, and should not be put down in the punishment register. [signature unclear, captain?]*

**1856, Friday 3 October**

[VM 8:00-12:00]. Had [crew] do cleaning. Put into place starboard lower lay sails. Had crew do laundry, then air their sleeping quarters.

 [signed] A.M. Simon

**1856, Friday 3 October**

[AM 12:00-16:00] Had [crew] do mending and sewing.

 [signed] Brantsen

**1856, Friday 3 October**

[PV 16:00-20:00] Took off the starboard lay sails. Put away dry laundry. At sundown from the top nothing to see. Put one reef inside the front topsail and cross sail. Put *kluiver* sail into place. Exercised several times with the topsail. At the rounds of Hold, rigging and battery all is well. During the day continued in the engine room with the fitting of [illegible ‘*hoedenplaatjes*’?] plates. We repaired one pump for the water hold. Busy forging hinges for the fire dampers. Transferred coal to the side huts. Polished engines. Temp. coal hut back hold 82°; side huts 83° F.

 [signed] P van der Ham

[img\_0527.jpg]

 **[no folio number]**

 **In the Pacific** (*‘In den Stillen Oceaan’*)

October 1856

**1856, Friday 3 October**

[EW 20:00-24:00] All well at the rounds. Took down lower lay sails.

 [signed] A.M. Simon

**1856, Saturday 4 October**

[HW 0:00-4:00] Took down lay sails and hoisted main topgallant sails. The wind in the W, increasing to SW, braced by the wind and steered by the wind, used the sails whenever necessary.

 [signed] Brantsen

**1856, Saturday 4 October**

[DW 4:00-8:00] At daybreak we adjusted the topsails from the top and the top gallant sails. Put into place portside upper lay sails and topgallant lay sails. Hoisted *kluiver.* At sunrise from the top nothing to see. Started to make general clean ship with sand. At 6:30 *Overal.* At the rounds of Hold, rigging and battery found the bucket of the starboard front pump to be malfunctioning, put in a new one.

At 7:30 the wind became very faint, so much so we didn’t even make 2 ½ miles, we put mainsail into place. Stowed main topgallant lay sail. Hoisted chimney and ignited the fires. This past watch we braced square and adjusted the portside lower lay sail. Lowered X sail and *grietje* sail.

 [signed] P van der Ham

**1856, Saturday 4 October**

[VM 8:00-12:00]. Continued work on general clean ship. At 9 o’clock we made steam. At 9:20 hours we steamed ahead, putting sails whenever necessary and braced at the incoming winds. Had [crew] do cleaning. Dismissed sailor Lindeman.

 [signed] A.M. Simon

[img\_0528.jpg]

 **[no folio number]**

 **Steaming and Stailing in the Pacific** (*‘Stoomende en Zeilende in de Pacific’*)

October 1856

**1856, Saturday 4 October**

[AM 12:00-16:00] At 12 o’clock steered WSW ½ W, feeded sail and braced when possible. Saw at this past watch land in the WSW.

 [signed] Brantsen

**1856, Saturday 4 October**

[PV 16:00-20:00] Steered WSW ½ W. Fastened the lay sails and successively stuck two reefs into the topsails. Lowered the *kluiver* sail. Gave out extra liquor. At sundown from the top nothing to see. At 6 o’clock Braced S/B at the wind. Put into place *stag* sail, top gallant sails, lesser *bezaan* sail. Steered at the wind. At the rounds of Hold, rigging and battery all is well. Tipped ash and cleaned out 4 fires.

 [margin left] Gave one extra [shot of] liquor.

 [signed] P van der Ham

**1856, Saturday 4 October**

[EW 20:00-24:00] All well at the rounds.

Into custody mariner Poppe for sleeping during chores. – At 12 o’clock reefed jib. – Tipped ash.

 [signed] A.M. Simon

**1856, Sunday 5 October**

[HW 0:00-4:00] At 1:45 turned around the NNE.

 [signed] Brantsen

**1856, Sunday 5 October**

[DW 4:00-8:00] At sunrise from the top nothing to see. Flushed decks. At 6 o’clock set course to West. Braced square. At 6:30 *Overal.* Put a reef into the topsails. Put into place topgallant sails. This past watch fastened jib and main topgallant sails. Cleaned out 3 fires, tipped ash. At the rounds of Hold, rigging and battery found a blow hatch (‘*klapluik*’) to be broken, and the main lay sail rope at portside to have snapped.

 [signed] P van der Ham

[margin left] brain and spewing valve ½ open

[img\_0529.jpg]

 **[no folio number]**

 **In the Pacific** (*‘In den Stillen Oceaan’*)

October 1856

**1856, Sunday 5 October**

[VM 8:00-12:00]. Adjusted successively the jib and topgallant sails. Took the reef from the topsails. At 11 o’clock observed land in the W to NW. the wind decreased, we braces by the wind. Took down *bezaan* sail. At 11:45 we steered WSW, saw suddenly land straight ahead and at lay side. Turned around the E by N, stowed top gallant sails.-

According to the observation the land we saw turned out to be the bay of Birro-Simo.

 [margin left] At 12 o’clock we measured:

 Southern Island SSW

 Northern Island N by E

 At nearly ¼ mile distance - AS.

 [signed] A.M. Simon

**1856, Sunday 5 October**

[AM 12:00-16:00] Steered with a course on East at 2 o’clock to the incoming of a wind from the shore. Used sails whenever possible. Stowed away the square sails. At 3 o’clock very faintly saw land in WNW. Gave extra liquor to the crew on duty.

 [signed] Brantsen

**1856, Sunday 5 October**

[PV 16:00-20:00] Steered SSE. Fastened jib and stuck two reefs into the topsails and then put them into place. Took down the topgallant beams. Promoted to quartermaster of the hulk (‘*barkas’*) : quartermaster T Lonneman. At sundown from the top nothing of importance.

Observed the land which we saw during the PV (probably to be the S island of Japan) at NW ¾ W.

At the rounds of Hold, rigging and battery all is well. Cleaned out 2 fires and tipped ash.

 [signed] P van der Ham

**1856, Sunday 5 October**

[EW 20:00-24:00] All well at the rounds. Tipped ash.

 [signed] A.M. Simon

[img\_0530.jpg]

 **[no folio number]**

 **Steaming in the Pacific** (*‘Stoomende in de Pacific’*)

October 1856

**1856, Monday 6 October**

[HW 0:00-4:00] The wind came in against the longship sails. Then turned in the North. In arrest mariner Spieringshoek, found to be sleeping at watch duty.

 [signed] Brantsen

**1856, Monday 6 October**

 [DW 4:00-8:00] At 4 o’clock steered North. Adjusted all longship sails. Flushed all decks, had [crew] do cleaning. At 6 o’clock *Overal.* Saw land from the NW to the West. Steered at 6:30 West and adjusted the double reefed topsails and jib. Put away all longship sails. Hoisted the main topgallant beams. At the rounds of Hold, rigging and battery all is well. Cleaned 3 fires. At rollcall found to be missing sailors Dussher, Mooije, Overheul, v d West, P Hann; the latter has been missing repeatedly, all were punished with 1 hour of watch duty. (‘*uitkijk’*)

 [signed] P van der Ham

**1856, Monday 6 October**

[VM 8:00-12:00]. Punished with 2 times 2 hours of penalty painting mariners Poppe and Spieringshoek, for sleeping during chores. –

Steered WSW, adjusted main top gallant sails. At 10 o’clock stowed main topgallant and jib and sailed by the wind, due to a heavy shower which made sight of land impossible. At 11 o’clock again held off to WSW. Put jib into place – This past watch steered SW by W ¼ W.

 [signed] A.M. Simon

**1856, Monday 6 October**

[AM 12:00-16:00] Steered by directions of the Commender West, on a course of SW by W ½ W , to SW, across the SE side of the island of Kinsiu. Put into place the large topgallant sail. Took the reef out of the topsails and hoisted topsails and *grietje* sail.

This past watch had Cape Tschitschagoff estimately at 2 ½ Stretch on Starboard.

 [signed] Brantsen

 [img\_0531.jpg]

 **[no folio number]**

 **Steaming & Sailing through Diemen Strait** (*‘Stoomende en Zeilende door Straat van Diemen’*)

October 1856

**1856, Monday 6 October**

[PV 16:00-20:00] At 4 o’clock steered SW by W. at 4:30 we put away for upcoming thick skies the main topgallant sail and *kluiver* sail, had the topsails run on the sides. Flipped the jib. At 5 o’clock we again adjusted the sails.

At 5:15 we observed:

 Westerly land Tenega Sima SSE

 Cape Tschitschagoff W w/s S

 The islands inside Cape Tschitschagoff W ½ N

 Isle Julia SW by W w/s W

 Peak Yakunosima SW by S

Then we steered WSW. At the rounds of Hold, gear and battery all is well. At sundown at 6 o’clock we observed: Cape Tschitschagoff W by N and

 Island Seraphos S ½ E

At 7:15 having Cape Tschitschagoff straight on North, we braced around and steered WNW. Adjusted the topgallant sails and all longship sails. This past watch we observed the Peak Hormer straight on North.

Tipped ash and cleaned 2 fires.

 [signed] P van der Ham

[left hand page]

At 7:15 observed Cape Tschitschagoff straight North at ¾ miles, makes 30° 54’ N Lon and 130° 37’ E Lat after which the observations start to be made (‘*waarna het bestek begint te rekenen*’) [signed] P vd H

**1856, Monday 6 October**

[EW 20:00-24:00] All well at the rounds. –

At 10 o’clock stowed away sails for stillness. - Tipped ash.

 [signed] A.M. Simon

**1856, Tuesday 7 October**

[HW 0:00-4:00] Adjusting the Compasses to 5°30 NW. Adjusted the [illegible] sail and *bezaan* sail.

 [signed] Brantsen

**1856, Tuesday 7 October**

[DW 4:00-8:00] Steered by observation to NW by N - NNW. At daybreak we saw Miao – Sima’s islands at the NNW, and the island De la Roche Pansiu in the WNW ½ W. Then steamed south of the Southern islands of the south island of the Meau – Sima’s. At 4:30 we adjusted all sails and stowed them again at 6 o’clock for decreasing wind. Fastened sails, stowed the longship sails, put into place the large gaff. At the rounds of Hold, rigging and battery all is well.

At 6:30 *Overal.* Made clean ship with sand.

Cleaned 2 fires, tipped ash and coal.

At 8 o’clock observed de la Roche Ponsiu at SW ¾ S.

The S islands of [rest of this line is missing, probably signed by P van der Ham]

[img\_0532.jpg]

 **[no folio number]**

 **Steaming in the Japanese Sea** (*‘Stoomende in de Japansche Zee’*)

October 1856

**1856, Tuesday 7 October**

[VM 8:00-12:00]. Continued making clean ship. – Steered successively N by W – North – N by E. – Had [crew] dry lay sails and scrubbing the battery. – Took down nook hoists. –

Took out the rigging from the lay sails.-

At 11:15 made out in the N by E ¼ E a slight discoloration in the water. Steered N by W. According to observation X

 [X on the French map]

this turned out to be the Aadissido Cliffs. At 11:30 steered again on Course. – Hoisted *kluiver* sail and {?) sails, took out the *bark* sails. Tipped ash. -

 [signed] A.M. Simon

[left hand page]

*Midday Observations at the 7th of October 1856*.

Observed at 12 o’clock: N island of Simonokosiki E by N w/s N

 N island of Kamino Kosiki SE by E ¼ E

 S island of Kamino Kosiki S 5/8 W

According to the Map of **Siebold** (Atlas) 31° 46’ 5 N Lat, 129° 36’15” E Lon

Time meter E Length 129° 25’ 0” E Lon

According to the Cape Nomo N by E 12,25 miles

Barometer 761, Therm 25,8, Compasses are at 5°30’ NW [signed] Posthoorn

**1856, Tuesday 7 October**

[AM 12:00-16:00] Put topsails into place. Continued our chores of the VM. Had [crew[ polish the Battery.

At 4 o’clock observed NW visible land NNE

 SW visible land ESE ¼ E

 [signed] Brantsen

**1856, Tuesday 7 October**

[PV 16:00-20:00] Continued with the chores of the AM. Stowed successively all sails. Fastened front topsail. Braced and topped square. Hoisted the rigging. Into custody the 2nd schieman mate Knoll, for not being present at the fastening of the front topsail. At 4:30 had sight of Cape Nomo in the NW by N, then steered straight towards it. At sundown saw the land of the Gotto islands in the W by N. At the rounds of Hold, rigging and battery all is well. Tipped ash, coal and cleaned out 2 fires. Saw in the W by N a large number of fishing vessels. This past watch had Cape Nomo at N ¼ W and steered NW by N.

 [signed] P van der Ham

**1856, Tuesday 7 October**

[EW 20:00-24:00] At the rounds all is well. Steamed by observation under the shore of Cape Nomo \back and forth/ Put into place the longship sails and again stowed them for diminishing wind. Saw several fishing vessels.

[Signature is missing, probably A.M. Simon]

[img\_0533.jpg]

[unclear image]

 **[no folio number]**

 **Japan Sea**

October 1856

**1856, Wednesday 8 October**

[HW 0:00-4:00] Kept up and down below Iwosima. Saw several fishing vessels. [illegible]

 [signed] Brantsen

**1856, Wednesday 8 October**

[DW 4:00-8:00] Up to 5:30 we kept going up and down under the shore of Iwosima. Steered by the day to the corner of that island on the shore with a Course of NE ½ N. Hoisted flag and pennant above the Dutch flag in the main mast, at 6:30 again took it down when the flag was blown away from the flagpost. At 7 o’clock fired two signal shots, flushed decks. Had [crew] do cleaning. Hoisted another 30 fathom of the portside battery. Steamed by directions of the Commander from NE ½ N – E by N, sailing south of Iwosima.

Dismissed from custody the 2nd schieman mate Knoll. Cleared away the rigging a little. This past watch had the sandboat (?) of Iwosima on South. Tipped ash and coal.

 [signed] P van der Ham

**1856, Wednesday 8 October, Continued**

The wind North, fair weather. Set quay watch.

Steamed by directions of the Commander inside the Bay of Nagasaki. Had the crew get dressed. At 8:45 dropped portside anchor in 7 ½ fathom of water and 75 fathom of chain. Gave extra liquor. Put out the barges. Dried the wet sails and took them down. Sanding outside board. – the coppers. – Topped and braced square. – At 5 o’clock the English frigate Nankin dropped anchor in front of the imperial watch. At 6 o’clock the commander of aforementioned frigate came aboard. At sundown hoisted barges. Carpenter working on [illegible] outside board. – Sailmaker working on the covers of the barges. *Taptoe* drill at 8. All well at the rounds.

 9 o’clock 0,09 0,20

 10 “ 0,45 0,50 pumped empty

 5” 0,40 0,45 pumped empty

During the VM 48 – 50 turns, 11 to 12 d pounds, valve 1/3 open, with E, usage of coal 600 d pounds, at 11 o’clock we spewed empty the kettles. [signed] A M Simon.

[img\_0534.jpg]

 **[no folio number]**

 **In the Bay of Nangasaki** (‘*in de baai van Nangasaki’*)

[left hand of folio]

October 1856

**1856, Thursday 9 October**

[wind and weather in excel] At 6 *Overal.* Lowered Captain’s barge. Flushed decks and made clean ship with sand. Had [crew] do cleaning. Went to the English frigate in order to pay a visit, the Capt Lieut Commander.

Parade at 9, hoisted flag and *geus.* Loosened sails, changed bedding inside sleeping quarters. Then had [crew] clean sleeping quarters (‘kooien’), and wash clothes and blankets. Then hung them up to dry.

At 3 o’clock we fastened sails. Took down the topgallant sails, *bezaan* sail, *stag* sail, *kluiver* sail. Took out shearings. During the day the carpenter working on caulking outside board. Sailmaker making a cover for the barge. In the engine room working on packing airpumps. Temperature of coal huts 84°F.

At sundown hoisted Captain’s barge. *Taptoe* drill at 8.

At the rounds all is well. Obtained refreshments. At the pump 0,15 / 0,15

 [signed] P van der Ham.

**1856, Friday 10 October**

[wind and weather in excel] *Overal* at 6. Lowered barges. Made clean ship, getting dressed. Parade at 9, loosened sails. Coming aboard the Marine Captain Commander. At 9:30 mess by mess inspection. Then had crew do mending and sewing. At 11 o’clock fastened sails. Then putting away laundry and [illegible]. Continuing mending and sewing. At 4 o’clock sent hulk to the shore, in order to start packing at Decima 1 upper X sail, 1 front stag sail, 1 [illegible] *kluiver* sail, 1 large *bezaan* sail, 1 large Storm sail, 2 large upper lay sails, 2 large upper lay sails, 1 front upper lay sail, 1 lower lay sail, 1 large topgallant sail, 1 front *bark* sail and 2 covers for the barge. Hoisted barges. At 5:36 sundown, took down flag and *geus. –* During the day the Carpenter working on caulking the *dribbeling* ; sailmaker working on making covers for the barges; the other craftsmen working on smaller chores. In the engine room enlarging the airpump pistons. At 8 o’clock Taptoe.

Obtained the necessary fresh foods. At 8:30 at the Rounds all is well.

Temperature of coal hut 84°Fahr. At the pump 45 / 47.

 [signed] Brantsen

[right hand of folio]

**1856, Saturday 11 October**

[wind and weather in excel] *Overal* in the usual way. Started to make general clean ship. Lowered barges. – chalking in the hold. Parade at 8. Had [crew] polishing the battery, then polishing weapons. At sundown hoisted barges, took down flag and *geus.* We thought at 6 o’clock to see fire in the city, sent out the hulk with the firehose. – the fire turned out not to be severe and therefore the hulk returned. – *Taptoe* drill at 8 o’clock. All well at the rounds. At the pump 0,38/0,40. In the engine room working on sweeping the firepipes and making clean ship.

 [signed] A M Simon.

**1856, Sunday 12 October**

[wind and weather in excel] *Overal* at 6. Lowered Capt barge and [illegible]. Had [crew] flush decks, scrubbing and getting dressed. Parade at 9, hoisted flag and *geus.* At 9:30 mess by mess inspection, then had [crew] do mending and sewing, gave satchels. At 10 o’clock leaving the Papenberg the English war frigate Nankin. Gave shore leave to several lower officers. At sundown hoisted Captain’s barge and [illegible]. All well at the rounds. At the pump at 8:30 A 0,25 / V 0,15

 [signed] P van der Ham.

[img\_0535.jpg]

 **[no folio number]**

 **At the Quay of Nagasaki** (‘*ter reede Nagasaki’*)

[left hand of folio]

October 1856

**1856, Monday 13 October**

[wind and weather in excel] Around 12 o’clock the wind came hard from the SE and heavy rain accompanied with downpour came about, we found that the ship was floating hard and thereafter we immediately dropped the starboard anchor. Hoisted the chimney and prepared everything to ignite the fires. at the HW we found that the back of the ship appeared to be in a small [illegible, *layer*?] of soft mud; ~~hoisted thereafter immediately the SB anchor~~ we pulled in the complete [length of the] portside chain. In order to keep the ship, moving with the wind and swaying from East to North, again straight at deep water \we immediately hoisted the SB anchor/. At 2:15 had steam and kept having steam so as to, at the occurence of the ship again being swept back , being able to use the engines to keep the ship in deep waters. Had the crew go off (‘*afgaan*’). At 6 o’clock we hoisted portside anchor and steamed back almost to the previous anchor place. We steered from the pull of NNW and SSEat 45 of portside and 30 *fathom* of starboard [water] and in 7 *fathom* of chains.

At 8 o’clock coming aboard the Marine Capt Lieut Commander who again let the ship [illegible] and again tried to [illegible] before hoisting up both anchors; this didn’t work out, since the portside anchor with 60 fathom of chain was hauled completely through the mud and [the ship] kept lying at starboard anchor; hoisted portside anchor and stuck 90 fathom of starboard chain in front. Braced and used the engines in order to keep this anchoring place proved to be eventually helpful, it was finished at 12 o’clock. Parade at 9, hoisted flag and *geus.* Flushed the upper deck, cleaned the Hold and portside chain by going up to 45 fathom [illegible]. Pulled in the 3rd chain through the front hatch and fitted it on the portside anchor. We were finished cleaning the chain at 6 o’clock. At sundown took down topgallant sails and took down flag and *geus.*

Before igniting the fires, we closed the air pumps and portside back kettle. During the time [it took to] have steam, we kept the water at the right levels with the auxiliary power engine. Flushed every hour. During [illegible] made a 13 pound steam fork and the Barometer at 25°. At 12 o’clock spewed the kettles empty, tipped ash. Polished the engines. Had a usage of coal of 3740 Dutch pounds.

Taptoe drill at 6 o’clock.

At the rounds all is well. At the pump V 18 / A 26.

Obtained necessary fresh foods [consisting] of 15 bags of rice.

 [signed] Brantsen

**1856, Tuesday 14 October**

[wind and weather in excel] *Overal* in the usual way. Flushed \and scrubbed/ the decks, had [crew] do cleaning. – Started to scrape and [illegible, *haspuigen*?] the rods and wooden poles (‘*rondhouten*’). Parade at 9. Hoisted flag and *geus.* – Loosened sails. Had the mariners exercise with the handguns. – Had the crew check clothing, yarn, buttons, etc. – At 11 o’clock fastened sails. – Obtained 8000 Dutch *kan* of drinking water. At sundown took down flag and *geus.* Hoisted the working barge. – Taptoe drill at 8, all well at the rounds. At the pump 0,15 / 0,22. At the Pump [see excel sheet]. Obtained fresh foods. – Carpenter working on caulking outside board. Sailmaker working on covers (‘*verschanskleeden*’). Blacksmith [working on] spewing pipes. –

Went to fetch the onions of the fresh foods.

 [signed] A M Simon.

**1856, Wednesday 15 October**

[wind and weather in excel] *Overal* at 6, lowered working barge and officer’s barge. Had [crew] do cleaning. Parade at 9, hoisted flag. Continued scraping and [cleaning? *hassruiten?*] of rods and wooden poles. Again hosted the [illegible]. Working on scraping the *bezaan* mast. Paintwork on main mast and jib mast, front rods (‘*boegsprieten*’). Crew furthermore working on [illegible] and knotting of rigging. Fetched the … hold. Between 9:30 – 10:30 had the mariners exercise with the handguns. Took in 9000 D *kan* of drinking water. Carpenter working on fitting several plates of copper, finished work on the [illegible] on portside and continued work of caulking on starboard. Sailmaker finished work of fitting covers (*verschanskleeden*).

In the engine room repairwork on back spewing pipe. Finished work on checking the safety valves.

Continued [illegible] and renewing of coal. Temperature of coal huts 73° F. Packing the work-boxes of the air pumps alongside. Obtained fresh foods. Taptoe at 8. All well at the rounds. At the pump [illegible].

 [signed] P van der Ham

[img\_0536.jpg]

 **[no folio number]**

 **Quay of Nagasaki** (‘*Reede Nagasaki’*)

[left hand of folio]

October 1856

**1856, Thursday 16 October**

[wind and weather in excel] In the usual way *Overal*. Made clean ship. Had [crew] do cleaning. Parade at 9, hoisted flag and *geus*. Continue painting, painted below the white corridor. Clamped jib beams and [incomprehensible]. Took in 16000 Dutch *kan* of drinking water. Painted the main mast. In the AM continued chores of the VM. At 3:30 had [crew] do laundry. At sundown took down flag and *geus,* hoisted officer’s barge. During the day carpenter working on the caulking of the *verdribbeling,* sailmaker finished with covers for the officers’ barge and the making of a new white cover for the main mast, the [illegible] and repairwork of the buckets (‘*putsen*’)*.* The painters were painting the main barge (‘*groote sloep*’). In the engine room the firestokers were transferring the coal from the back hold to the side holds, working on packing of werkbossen of the expansion valves and the back trunk, [working on] filing away the filling pieces of the main axis and further smaller chores. [illegible]. Taptoe drill at 9. At 8:30 at the Rounds all is well. At the Pump 0,15/0,19.

Obtained the necessary fresh food and stock.

 [signed] Brantsen

**1856, Friday 17 October**

[wind and weather in excel] *Overal* in the usual way. Flushed decks. – Had [crew] do cleaning. At 9 o’clock parade. Had [crew] do mending and sewing. – Handed out clothes. - - Put away dry laundry. – Obtained 8000 Dutch *kan* of drinking water and fresh foods. – in the AM sanded tables, benches and [illegible]. Outside board finished with caulking and painting. Painted the Captain’s barge. – Sailmaker working on barge covers; blacksmith working on repairing [illegible].

At sundown took down flag and *geus.*

Put away barges. – At 8 o’clock taptoe drill.

All well at the rounds. At the Pump 0,45/ 0,26.

 [signed] A M Simon.

[right hand of folio]

**1856, Saturday 18 October**

[wind and weather in excel] *Overal* at 6. Made general clean ship with sand. Had [crew] do cleaning, [illebile], and

grease nail benches etc. (‘*nagelbanken*’) Polished the battery. At 9 o’clock parade, hoisted flag. Continued making clean ship. Polished the copper outside board, paintwork inside and outside board. Hoisted the topsail a better way, lowered the sailing lines. /= . The marine Lieutenant 1st class C M C Baak and Lieut 2nd class T Brantsen went in commission in order to hold the Upper Coxswain exam to be taken by 2nd coxswain J.P. Walther. In the AM had [crew] polish weapons. Sailmaker working on making a cover for the working barge. In the engine room made clean ship, took the partitions from the kettles. The smithy put it together. Polished the engine. Temperature of coal huts 72 °F.

Obtained the necessary fresh foods. Sundown at 5:23, took down flag. Put away barges. Taptoe drill at 8. All well at the rounds.

At the pump back 0,24 front 0,45.

[margin left] /= topped and braced square

 [signed] P van der Ham

**1856, Sunday 19 October**

[wind and weather in excel] As usual *Overal*. Flushed decks. Had [crew] do cleaning. Gave out a Salute of 17 shots. [illegible] with which at 8:45 coming aboard Capt. Marine Lieut. Commander. At 9 o’clock parade, hoisted flag and *geus.* At 9:30 inspection of Ship and Crew by Capt marine Lieut Commander. Promoted awaiting further approval by the Rear Admiral (‘*schout bij nacht’*) Commander and Inspection of Marine; [promoted] to upper coxswain of the 2nd class, J.P. Vatter, and to 1st boatswain mate, the 2nd boatswain mate P. Wijlan. Furthermore promoted to sailor 1st class: sailor 2nd class F.J. Versteins, [promoted to] sailor 2nd class: sailor 3rd class A. J. van Leeuwen, N. Berendse, H.W. Korney and J. H. Tagensen, [promoted to] sailor 3rd class the L.M. D. Stoute, J van Twant, A Michel, J Posthumus, A P Swaters, H. Ligtvoet, B van Vinnen, P.G. Buis, N C Druyff, J de Bruin, Dotsen, W.F. Witz, J.C. Gaillaix, J.H.L. de Vrijer, C. Stavast, J.P. Douglas, A.J. de Wolff, H. Kristel, A.J. Roelofs, G. Landsheer, A.S. Pevetoort, G.H.B Smit, A.T. Voskuil, G. Overheul, T. Dijksmans, C. op de Velde, J.S. Smit, S.B.W. Duel, P van Zelst, A.C. Govers, G. de Boer, S van Ravensteijn en J W van der Werter. [promoted to] junior sailor the boys H.T. Braam […]

 [margin left] Into custody for extremely inappropriate expressions towards his superiors the [illegible] Kersbergen.

[img\_0537.jpg]

 **[no folio number]**

 **Quay of Nagasaki** (‘*Reede Nagasaki’*)

[left hand of folio]

October 1856

**1856, Sunday 19 October, Continued**

[…] J. M. Teeskens, J.M. Polsman, M.E.R. Staal and G. Meyer.

Held reading out of ship’s articles, thereafer we gave out extra liquor at the Clock. Held day of rest. In the AM gave shore leave to half of the Crew. At 5:15 sundown, took down flag and *geus.* All the ones on shore leave returned on board. Taptoe drill at 9. At 8:30 at the Rounds all is well. At the Pump 0,31/0,51.

Obtained the necessary fresh foods.

 [signed] Brantsen

**1856, Monday 20 October**

[wind and weather in excel] As usual *Overal*. Parade at 8. Hoisted the flag ~~and~~ *~~geus~~*. Punished with 6 hours of penalty painting : mariner Kersbergen for [illegible].

Had crew do laundry and put laundry out to dry. In the AM [illegible]

Had [crew] tie yarns for the working clothes. At sundown hoisted working barge. – Taptoe drill at 8. At the rounds all is well.

Obtained fresh foods. – at the Pump 0.18/0,19

Sailmaker working on barge covers.

Backsmiths working in the engine room on the trunks.

 [signed] A M Simon.

**1856, Tuesday 21 October**

[wind and weather in excel] *Overal* at 6. Swept the decks. Had [crew] do cleaning. Started the starboard bread room, and the cable holes on the [illegible].

Lowered the [illegible] on which the Capt Lieut Commander came aboard. At 9 o’clock parade, hoisted flag and *geus.* Loosened sails, continued with the chores. Between 9:30 -10:30 had the mariners exercise with the handguns. Sheared front topsails, jib, mainsail, *grietje,* new [illebile].

Took in 10000 Dutch *kan* of drinking water. From 11:30 fastened all sails. Exercised, afterwards with the main topsail. Sailmaker making of a cover for the [illegible]. Carpenter caulking of the side seams of the Hold. In the engine room finished work of fitting the connecting rods to the front engine. Opened up the manholes of the kettles. Working on cleaning out the sheets of the fires and flaming chests. Cleaned out the ship underneath the anchor plate of the ship.

 [left margin] Obtained the usual fresh foods.

Repairwork of the blacksmith: two chain clips, two lanterns and one burner. – Continued with the fitting of hinges of the [illegible]

Temperature of coal hut 72°F.

At 5 o’clock end of work. At sundown took down flag and *geus.*

Taptoe drill at 8. All well at the rounds. At the Pump 0,18 / 0,28 [signed] P van der Ham

[right hand of folio]

**1856, Wednesday 22 October**

[wind and weather in excel] *Overal* at 6. Flushed the decks. Had [crew] do cleaning and getting dressed. Hoisted the barges and adjusted sails. At 9 o’clock parade, hoisted flag and *geus.* Braced and topped square. When passing of the governor we gave the usual honours belonging to his rank. At 9:30 mess by mess inspection. Then we had the 3rd class of crew carrying guns as well as the mariners do exercises. Shearing new [illegible] and used the jolley to [illegible]. At 12 o’clock the newly appointed governor of Nagasaki came on board, we received him with the honours belonging to his rank. At 2 o’clock we saluted at his leaving from board with one salute of 17 shots and the Japanese flag to the main mast. Gave extra liquor. In the VM took in 35000 Dutch *kan* of coal, we finished it at 6 o’clock. Flushed the hold. Hoisted barges. At 5:39 sundown, took down flag and *geus.* Sailmaker finished work with fitting the covers for the working barge. Carpenters, coopers and painters doing smaller ship’s chores.

In the engine room checking the chimney sliding chests and the kettles [illegible].

Did repairwork to some of the anchor chains. Taptoe drill at 8. At 8:30 at the Rounds all is well. At the Pump 0,32/0,29

 [signed] Brantsen

**1856, Thursday 23 October**

[wind and weather in excel] As usual *Overal*. Flushed decks. - - Started taking in coal. Obtained 54000 Dutch pounds. – Parade at 8. A commission consisting of Marine Lieut 2nd class C P van der Star, officer of health C F W Jagi and Upper Skipper J H P Klaassen were busy with research into the Indisch sea biscuit (‘*scheepsbeschuit*’) still available on board. They were rejected and therefore we threw it overboard. Had [crew] do laundry and hung out laundry to dry. Flushed the hold. – At sundown took down flag and *geus.* – At 8 o’clock taptoe drill. At the rounds all is well. Carpenter working on caulking. –

At the Pump 0.24/0.32.

Obtained refreshments. [signed] A M Simon.

[img\_0538.jpg]

 **[no folio number]**

 **Quay of Nagasaki** (‘*Reede Nagasaki’*)

[left hand of folio]

October 1856

**1856, Friday 24 October**

[wind and weather in excel] At 6 o’clock *Overal*. Swept clean all decks. Hoisted the hulk below the keel to be cleaned and to be painted. Continued with taking in coal. Parade at 9, hoisted flag and *geus.* During the day took in [ *left blank*  ] Dutch pounds of coal. Sent the sailors to the shore to fetch the bread that was still kept there. Changed the jib mast. Painted hulk. In the AM flushed the hold. Put away dry laundry.

Carpenter making wooden pegs for [illegible]. Sailmaker finished work of the covers. At 5:15 sundown, took down flag and *geus.* Opened the holes of the back kettle and closed it again to make it dry and clean. In the smithy doing repairwork on the propeller fork, continued tinning the hoists. Temperature of coal huts 70°F. Obtained fresh foods.

At the pump 0,13/ 0,29 [signed] P van der Ham

**1856, Saturday 25 October**

[wind and weather in excel] As usual *Overal*. Made general clean ship. At 9 o’clock hoisted flag and *geus.* Painted the white corridor and [illegible]. Polishing, scrubbing the battery. Had [crew] polish weapons. At 5:17 sundown, took down flag and *geus.* Punished with 4 hours of penalty painting : mariners Verbijen and Renely for making disappear 2 connecting screws (‘*bevestigings schroeven*’) of the battery. Taptoe drill at 8. At 8:30 at the Rounds all is well. Obtained the necessar fresh foods.

Temperature of coal huts 68°F. At the Pump 41/39 [signed] Brantsen

**1856, Sunday 26 October**

[wind and weather in excel] As usual *Overal*. Flushed decks, had [crew] do cleaning and getting dressed. – Parade at 9, hoisted flag and *geus.* Topped and braced square. At 9:30 held church, then general inspection of ship and crew. Gave out extra liquor. Had the crew go to the shore mess by mess, in order to give them the opportunity to make small purchases. – At sundown took down flag and *geus.* Put away barges. Taptoe drill at 8. All well at the rounds. At the Pump 32/28.

In the morning at 7 o’clock pumped empty, thereafter not any more. Obtained fresh foods.

 [signed] A M Simon

**1856, Monday 27 October**

[wind and weather in excel] At 6 o’clock *Overal*. Flushed all decks, had [crew] do cleaning and getting dressed. – Engine driver 2nd class Kerpensteijn went to the shore to join the commission of Capt marine Lieut Pels Brucken, marine Lieut 2nd class A ‘s Grannan and 2nd engine driver Julien to be in charge of the 3rd class engine driver exam (‘*machinist’*) for engine driver student 1st class Annok Kee.

During the day sent the remainder of the crew to the shore in order to make several purchases.

Parade at 9. Hoisted flag and *geus.* Loosened sails. Sent the working barge in order to fetch the victuals still present on the shore.

We therefore took in 218.58 Dutch pounds of sugar from the Dutch factory here. Obtained 5000 Dutch *kan* of drinking water. At 2 o’clock we fastened the sails. We checked on the sleeping gear and made them in order. Painted the fence in the back. Sailmaker working on deck covers. Carpenter and cooper making [illegible].

[img\_0539.jpg]

 **[no folio number]**

 **In the Bay of Nangasaki** (‘*In de baai van Nangasaki’*)

[left hand of folio]

October 1856

**1856, Monday 27 October, Continued**

[…] In the AM held laundry day. Sundown at 5:15. Hoisted flag and *geus,* captain [barge] and working barge. During the day working inside the engine room repairing ash buckets, with the sending of casserolls and the repairwork of nighthouse lanterns. Polished the engines. Temp. Coalh 68°F.

Otained necessary fresh foods, as well as 3600 Dutch pounds of rice. Taptoe drill at 8. All well at the rounds. At the pump V0 A0.

 [signed] P van der Ham

**1856, Tuesday 28 October**

[wind and weather in excel] In the usual way *Overal*. Flushed decks. Had [crew] do cleaning and gettind dressed. Topped and braced square. Parade at 9. Hoisted flag and *geus,* loosened all sails. The Capt marine Lieut Commander [illegible]. At 9:30 mess by mess inspection. Hoisted the main jolley, paintwork of the working barge inside and outside board. From 9:30 up to 11 o’clock exercises of the 1st division in the battery. The rest doing ship’s chores. At 11 o’clock lowered jib, then exercises with the topsails. Took in 7000 Dutch *kan* of drinking water From 2 to 3 o’clock exercise for the 2nd division at the Battery, and from 3 to 4 o’clock the Mariners with sables. Cleaned up deck. (‘*redderden dek op’*). Put away dry laundry. At 5:12 sundown, took down flag and *geus.* During the day the carpenter working on [illegible], sailmaker checking the jib, the painter [working on] the making of paint, the coopers polishing and [illegible], in the engine room working on [illegible] engines. Rpaired the still [illegible] of the Wharf & furthermore ship’s chores. Obtained 25 sacks of rice as well as the necessary fresh foods. Taptoe drill at 8. At 8:30 at the Rounds all is well. At the Pump 0,34/0,17

 [signed] Brantsen

[right hand side of folio]

**1856, Wednesday 29 October**

[wind and weather in excel] As usual *Overal*. Made clean ship with sand. Had [crew] do cleaning and getting dressed. At the parade hoisted flag and *geus.* Held alarm. Had [crew] perform several exercises. – Gave extra liquor.-

in the AM had [crew] polish weapons and mending and sewing. –

Sailmaker finished work with jib. – The blacksmiths with repairing of the pump- [illegible].

At sundown took flag and *geus. –*

Taptoe drill at 8. All well at the rounds. –

Water at the Pump [see excel sheet]

Obtained fresh foods. At the Pump 0,30/018

 [signed] A M Simon

**1856, Thursday 30 October**

[wind and weather in excel] At 5 o’clock *Overal*. Started scrubbing berths (‘*kooien*’) and washing clothes. Thereafter hung out berths, laundry. Lowered *giey* [beam], sent it to the shore, then then Capt marine Lieut Commander took it on board. Parade at 9, hoisted flag and *geus.* Punished with 8 days penalty platoon : sailor 3rd class G Overheul, for sleeping during watch duty. Flushed decks, had [crew] do cleaning and getting dressed. Coming aboard **the agent of the landlord of Iecoosse (?) and his following**, in order to view the ship and to make a visit to the Commander. They again left [the ship] at 11 o’clock. Sent the hulk to the shore to go fetch the sails still lying there. Sheared the lay sail rigging and topgallant gear. Put into place *kluiver* sail, front *bark* sail, main *bark* sail, large and small *bezaan sail* and the topgallant sails. Unclamped the 3° chain, and had them run down. Sailmaker finished making deck covers for the engine room. In the engine room finished work of making a copper sheet for the wind- […]

[img\_0540.jpg]

 **[no folio number]**

 **In the Bay of Nangasaki** (‘*In de baai van Nangasaki’*)

[left hand of folio]

October 1856

**1856, Monday 27 October, Continued**

[…] [illegible] of the *carronade* (?) of the hulk. Continued making of a hinge for the sliding back lens-pump. Made a room for the Constabulary (‘*Konstabelarij’*). Made [illegible] plates. Polished engines. Temp of coal huts 66° Fahr. At sundown took down flag and *geus.*

Obtained fresh foods and 74.625 dried fish.

Taptoe drill at 8. All well at the rounds. At the pump V0 A0.

 [signed] P van der Ham

**1856, Friday 31 October**

[wind and weather in excel] The usual *Overal*. Flushed the hold deck. Had [crew] polish the ironwork. Parade at 9, hoisted flag. Fastened [stuff] inside the battery for sea. Had in the VM the crew busy working on ship’s chores. Had the marines do polishing. In the AM put into place hulk, working barge and lay sails. Prepared the Main Barge for sea. Put into place the lower sails and storm jib. Put into place lower sails [illegible]. At 5:15 sundown, took down flag*.* During the day the sailmaker working on runners for [illebile], carpenter doing small ship’s chores, the cooper repairing buckets and [illegible], paintwork of the [illegible]. In the engine room polishing the engines, the airing of the covers, painters working on other ship’s chores.

Taptoe drill at 8.

Obtained the necessary fresh foods.

At 8 at the Rounds all is well.

At the Pump 0,26 / 0,28

 [signed] Brantsen

**1856, Saturday 1 November**

[wind and weather in excel] As usual *Overal*. Scrubbed the decks with sand. Loosened sails. Had [crew] do cleaning. - Parade at 8 o’clock. – Had [crew] return the mats to the rigging and continue the work of preparing for sea. – Painted the steering corridor (‘*stuurgang*’). At 11:30 fastened sails. AM obtained **28 trunks with royal gifts** (‘*koninklijke cadeaux’*) . Packed these in the battery. At sundown took down flag and *geus. -* Taptoe drill at 8. The craftsmen working on small [chores]. - All well at the rounds. –

Obtained fresh foods. At the Pump 0,12/0,24

 [signed] A M Simon

[right hand of folio]

**1856, Sunday 2 November**

[wind and weather in excel] At 6 o’clock *Overal*. Flushed decks. Had [crew] do cleaning and dressing. Topped and braced square. Parade at 9 o’clock, hoisted flag and *geus.* At 9:30 held mess by mess inspection. Thereafter gave the satchels and had [crew] do mending and sewing. Gave out extra liquor. Obtained during the morning 27 trunks with Royal gifts. Took in 9000 Dutch *kan* of drinking water.

At sundown took down flag and *geus.* Taptoe drill at 8.

All well at the rounds. At the pump 0,30/0,18.

 [signed] P van der Ham

**1856, Monday 3 November**

[wind and weather in excel] At 6 o’clock *Overal*. Had [crew] do laundry, then flushing decks and hoisting laundry. Parade at 9, hoisted flag and *geus*. [illegible] the jolleys. Had the Crew do ship’s chores. In the VM loosened the sails to air and dry them. [illegible] for sea. Greased the rods. Put into place the lay sails and prepared everything to hoist the anchor and going to sea (‘*onderzeil te gaan*’). Put small jolley into place. At 4:30 hours put away dry laundry. At 5:09 sundown, took down flag and *geus.* Put in place smoke covers. At 6 o’clock coming aboard Commander Captain Marine Lieutenant. Hoisted the off. barge and prepared it. Obtained on board to transport to Bantam 8 trunks with plants and garden greens and one trunk with keys. The craftsmen were busy on small chores. Had the kettles fill up to the right levels, put chimney up, [illegible] the fires everything being prepared for going to Steam.

Taptoe drill at 8.

At 8:30 at the Rounds all is well.

At the Pump 0,28 / 0,16

Obtained 3 bags of rice.

 [signed] Brantsen

 [margin left]

Ship’s depth

 Back = 5,6 D pounds

 Front = 5,15 D pounds

 Making: 0,45 D pounds

Gave extra liquor.

 [img\_0541.jpg]

 **[no folio number]**

 **Steaming from Nangasaki bay to the sea** (‘*Stoomende uit de baai van Nangasaki naar Zee’*)

November 1856

**1856, Tuesday 4 November** [0:00-8:00 hrs]

[wind and weather in excel] At 3 o’clock ignited the fires. At 4:45 we had steam and moved the engines. At 4:30 hours we hoisted the starboard anchor. Had it pulled up at 6 o’clock, then moving ahead \out of/ the bay of Nangasaki. At 5 o’clock coming aboard the director of the Japanese Marine, while [he was?] accompanying the Japanese steam warship Kwankama (?) out of the bay. At 6:30 **Papenberg** on North, changing to sea watch.

**1856, Tuesday 4 November**

[DW 7:00-8:00] Steamed at full speed ahead and from time [to time] less speed out of the bay of Nangasaki.

At 7:15 having the Southern island of **Iwosima** on South, we steered SW by W, diminished steam in order to wait for the steamship Kwankama. At 7:35 we stopped and the director of the Japanese Marine left from board. Then we adjusted all longship sails. We were saluted by the steamship Kwankama with the flag, which we reprocicated as well as [shouting] a threetimes hurray. Then we steered SW. This past watch had Cape Nomo at SSE w/s E.

Flushed decks. Had [crew] do cleaning.

 [signed] P van der Ham

**1856, Tuesday 4 November**

[VM 8:00-12:00] Adjusted all sails by the wind. Steered SW by W. – Continued making clean ship. Then we had [crew] get dressed. – Clamped the anchors. – The craftsmen were doing small chores.

 [signed] A M Simon

[img\_0542.jpg]

 **[no folio number]**

 **Japan Sea** (‘*Japan Zee’*)

November 1856

**1856, Tuesday 4 November**

[AM 12:00-16:00] At 1:30 stopped the engines. Put the clamp on the propeller, stamped out the fires. Spewed the kettles empty. Cleaned the engines and fires again ready for [illegible]. Then put into place mainsail, other sails (details), the wind again diminishing, we put into place the upper lay sails. Had the crew of the 3rd class exercise with guns.

Observed at 4 o’clock **Kosaki Island** at SE by E.

[signed] Brantsen

**1856, Tuesday 4 November**

[PV 16:00-20:00] Steered SW by W. Took in the topgallant lay sails. At sundown observed both banks of **Kosaki island** at SE w/s E and SE by E.

At the rounds of hold, rigging and battery all is well. At sundown from the top nothing to see.

 [signed] P van der Ham

**1856, Tuesday 4 November**

[EW 20:00-24:00] At 9 o’clock steered SW. – Stowed main barksail and bezaan sail against heavy pressure on the rudder. – At de rounds all is well. Pumped empty.

 [signed] A M Simon

**1856, Wednesday 5 November**

[HW 0:00-4:00] Braced a little, stowed sails (details). Pumped empty during the watch.

**Saw one extremely clear blue glinstening meteor in the S by E around 2 o’clock.**

[signed] Brantsen

**1856, Wednesday 5 November**

[DW 4:00-8:00] Braced a little at the upcoming watch, adjusted the SB lay sails. Started making clean ship with sand. At sunrise from the top nothing to see. At the rounds of hold, rigging and battery all is well. Put rigging into place. Pumped empty. At 7:30 steered SW by W.

 [signed] P van der Ham

[img\_0543.jpg]

 **[no folio number]**

 **Japanese Sea** (‘*Japansche Zee’*)

November 1856

**1856, Wednesday 5 November**

[VM 8:00-12:00] Continued making clean ship. Then [had crew] clean dress and had the [crew] carrying sables do marching. At 10:30 – 11 o’clock we adjusted the compasses to 5 ° N.East-ly.

Paintwork on officer’s barge.

 [signed] A M Simon

**1856, Wednesday 5 November**

[AM 12:00-16:00] Braced square, stowed mainsail and starboard front top gallant lay sails. Adjusted portside main beam and [..] lay sails. Had crew polish weapons. This past watch stowed starboard lower lay sails and braced a little over starboard.

[signed] Brantsen

**1856, Wednesday 5 November**

[PV 16:00-20:00] At 4 o’clock held inpection of weapons. Punished with 8 days of penalty platoon cooper Keijnen and the sailor 3rd class Staal, for their weapons not being in order; and [punished] with 4 days sailor 3rd class Boventeijn for being negligent with his [illegible].

Took in starboard main upper sails, top gallant lay sails. Lowered the topsails in order to adjust several reefs. At sundown from the top nothing to see. At the rounds of hold, rigging and battery all is well.

During the day inside the engine room busy working on reparing the gear of the smithy, making of front [illegible], repairwork of the flushing pump on the mess; continued making plates (‘*hoedenplaatjes’*); opened flip chests (‘*kleppenkasten’*) of the auxiliary feeding pumps and making a new [illegible] to the flap and then again closing it up. Adjusted rods, took out propeller axis and turned it. Temperature of coal hut: 68° F.

 [signed] P van der Ham

[img\_0544.jpg]

 **[no folio number]**

 **In the Japan Sea**

November 1856

**1856, Wednesday 5 November**

[EW 20:00-24:00] Put into place portside front upper sails and lay sails. – and main rope. At the rounds all is well. At 10 o’clock pumped empty.

 [signed] A M Simon

**1856, Thursday 6 November**

[HW 0:00-4:00] Adjusting lay sails. Braced by the wind. Fastened mainsail. Put chimney into place, had kettles fill up to the right levels.

[signed] Brantsen

**1856, Thursday 6 November**

[DW 4:00-8:00] At 5 o’clock the wind came from the NW, we braced over portside, and steered SW by W.

The wind increasing, we adjusted successively all longship sails. Lowered chimney and loosened mainsail. Flushed decks. At sunrise from the top nothing to see. At the rounds of hold, rigging and battery all is well. *Overal* at 6:30. Pumped empty.

 [a full paragraph of 9 lines has been crossed out, and replaced by new text in the left margin:]

*The crossed-out lines were concerning a quartermaster with [illegible..] degradation for not paying attention and his not following the given orders, however due to his good behaviour in general and [illegible], this degradation was [again] lifted, as well as [making it as if] this never had happened. Captain Lieutenant [signature]*

 [signed] P van der Ham

**1856, Thursday 6 November**

[VM 8:00-12:00] Continued making clean ship. Had [crew] do cleaning and getting dressed. Held mess by mess inspection. From 9:30- 10:30 held exercises in the battery for the first division. Braced a little. Adjusted the starboard lay sails. Shortened the main rope. Had the crew do ship’s chores. The workmen (‘*ambachtslieden*’) did small chores.

 [signed] A M Simon

[img\_0545.jpg]

 **[no folio number]**

 **Japan Sea**

November 1856

**1856, Thursday 6 November**

[AM 12:00-16:00] Had [crew] do laundry. Due to diminishing wind we took in the lower lay sails and adjusted the starboard lay sails

[signed] Brantsen

**1856, Thursday 6 November**

 [PV 16:00-20:00] Continued laundry. At 5:15 hrs a heavy shower from the NW, NNW, therefore we stowed all lay sails. Loosened the top gallant sails and successively put 2 reefs inside the topsails. Due to the heavy pressure on the rudder we fastened the X sail and mainsail, put into place main *bark* sail and *bezaan* sail. Shortened the front *bark* sail and fastened *kluiver* sail. Put into place nook hoists and counter braces at the lower beams and topsail beams. At sundown from the top nothing to see. At the rounds of hold, rigging and battery found the main upper lay sail had been torn, and the starboard block of the rope of the main topsail (‘*grootmarsschoot*’) had snapped.

During the day inside the engine room sweeping the chimney and flame pipes. Continued forging ironwork for the battery, making of plates (‘*hoedenplaatjes’*), repairwork on pipe of the flushing pump. Checked the valve-chests of the engine pumps. Temperature of coal hut: 77° F. Pumped empty.

 [signed] P van der Ham

**1856, Thursday 6 November**

[EW 20:00-24:00] At the rounds all is well. –

Had a heavy rolling ship.

 [signed] A M Simon

**1856, Friday 7 November**

[HW 0:00-4:00] Lowered the Main topsail.

[signed] Brantsen

[img\_0546.jpg]

 **[no folio number]**

 **Sailing in the Japan Sea**

November 1856

**1856, Friday 7 November**

[DW 4:00-8:00] Steered SW. Hoisted the sideway sails to the wind on the masts. At 5:30 steered SW by W. Braced. Adjusted main topsail. At 6:30 *Overal.* Swept decks. At sunrise from the top nothing to see. At the rounds of hold, rigging and battery found the starboard front lay sail’s front gaffe to be broken. Lowered the front gaffe and took down the *bark* sail. At 4 o’clock pumped empty until 7 o’clock.

 [signed] P van der Ham

**1856, Friday 7 November**

[VM 8:00-12:00] Due to the heavy rolling of the ship and the continuous influx of water through the boarded up keel-holes with the possibility of damaging the imperial gifts, we transferred them to the tweendeck. – Had crew do ship’s chores. The workmen busy on small things. – Hung out laundry to dry. – Adjusted main topgallant sail.

 [signed] A M Simon

**1856, Friday 7 November**

[AM 12:00-16:00] Set course to WSW. At 1 o’clock adjusted topgallant sail, loosened mainsail and main rope. Had [crew] do mending and sewing. Carpenter finished work on the front sail gaffe. Put into place the […] sail. Sailmaker finished work on the officer’s barge.

Put rigging into place.

[signed] Brantsen

**1856, Friday 7 November**

[PV 16:00-20:00] Steered WSW. Took one reef from the mainsail and later on from the front topsail. Put into place the front *bark* sail gaffe. Put into custody shearer Bergen, for not following orders on board. At sundown from the top nothing to see. At the rounds of hold, rigging and battery found the whole ship again [illegible] and the [ill] flying out of the main rigging. During the day in the engine room working on making plates (‘*hoedenplaatjes’*) and ironwork inside the battery. Polished the engine pump. Temperature of coal hut: 76° F.

 [signed] P van der Ham

[img\_0547.jpg]

 **[no folio number]**

 **In the Japanese Sea**

November 1856

**1856, Friday 7 November**

[EW 20:00-24:00] At well at the rounds. Adjusted the double reefed cross sail.

 [signed] A M Simon

**1856, Saturday 8 November**

[HW 0:00-4:00] Stowed away mainsail.

[signed] Brantsen

**1856, Saturday 8 November**

[DW 4:00-8:00] Steered WSW. At daybreak made clean ship with sand. At 6:30 *Overal*. At sunrise from the top nothing to see. At the rounds of hold, rigging and battery found the nook bindings of the jib at portside slightly torn; fastened it. This past watch braced over portside and at 8 o’clock steered SW.

 [signed] P van der Ham

**1856, Saturday 8 November**

[VM 8:00-12:00] Continued making general clean ship. – Punished with arrest and water and bread shearer Bergen. – for not following given orders. – Adjusted main lay sails and portside lay sails. – At 9:30 saw land in the SSW. – then stowed the lay sails. – Turned over portside. We measured depth of 50 fathom, hard seafloor with pebbles. – Again braced fully. Steered WSW. At 10:45 had the land we saw (island Ayercort (?)) on South, we steered SW by W. – Changed compasses to 0°.

 [signed] A M Simon

**1856, Saturday 8 November**

[AM 12:00-16:00] Steered and set course to WSW.

Had [crew] do mending and sewing. Put into place front topgallant sail.

Saw the island **Formosa**.

[signed] Brantsen

[img\_0548.jpg]

 **[no folio number]**

 **Sailing in the Formosa Strait**

November 1856

**1856, Saturday 8 November**

[PV 16:00-20:00] Steered W by S. At sundown we stuck one reef inside the main topsail. At sundown we observed the peak at the Island Tamsui on Formosa at SE ¾ S. At the rounds of hold, rigging and battery found the *kluiver* sail to be torn at one seam. We fastened it. Hoisted the *stag* sail. In the engine room continued with the forging of [illegible] for filing off the plates (‘*hoedenplaatjes’*). Pumped the kettles empty. Polished the engines and made clean ship. Temperature of coal hut: 79° F.

At 7:30 steered SW by W.

Fastened the topgallant sail, stowed the mainsail. Braced square; stuck the 2nd reef inside the front main topsail, the 2nd reef inside the X sail.

Pumped empty several times during the watch.

 [signed] P van der Ham

**1856, Saturday 8 November**

[EW 20:00-24:00] Put into place the cross sail.-

Stuck the 3rd reef inside the topsail and put reefs inside the jib. – Put into place nook hoists and contra braces at the lower beams and topsail beams. – Gave extra liquor to the quarter [crew] on watch duty. Steered at 11:45 to SW.

 [signed] A M Simon

**1856, Sunday 9 November**

[HW 0:00-4:00] Upcoming watch put reefs inside the mainsail. At 2 o’clock set course, and steered SW by W. Stowed away jib, put into place *stag* jib. At 3:30 completely reefed up the topgallant sails. Gave extra liquor to the quarter [crew] on watch duty.

[signed] Brantsen

**1856, Sunday 9 November**

[DW 4:00-8:00] Steered SW by W.

At 5 o’clock turned a little with the main topsail on rod, in order to make measurements of depth. Measured 20 to 25 fathom, soft mud with fine sand. Braced fully, steered SW. At 6 o’clock steered SW by W. at 7 o’clock we adjusted the reefed jib. Braced around the portside. At sunrise from the top nothing to see. Swept decks. At the rounds of hold, rigging and battery found the ship had made a lot of water on the rear .

 [signed] P van der Ham

[img\_0549.jpg]

 **[no folio number]**

 **In the Strait of Formosa & China Sea**

November 1856

**1856, Sunday 9 November**

[VM 8:00-12:00] Dismissed from custody shearer Berger & from ship’s arrest constable major de Haas & bottler Jeneson. Put into place a different *kluiver* sail. Sailmaker working on repairing the torn sails. Put into place large rope.

 [signed] A M Simon

**1856, Sunday 9 November**

[AM 12:00-16:00] At 12 o’clock by taking out the reefs from the main topsail, [the sail] became torn, therefore we took it down and put into place another, in which we again stuck 2 reefs. Took out reefs from the lower sails. Took down *stag* sails, repaired them and then again put them into place. Sailmaker finished work with the reparing of the *kluiver* sail. Degraded to sailor 3rd class: sailor 2nd class Angenendt , for his neglicence and being the reason for the main topsail to tear. Passed the wreck of a Chinese vessel, as well as driftwood. Saw a threemaster ship going the same way.

[signed] Brantsen

**1856, Sunday 9 November**

[PV 16:00-20:00] Steered SW by W.

At 5 o’clock we stuck the reef inside the mainsail, [and[ the third reef inside the main topsail. Took down top gallant beams. Gave out extra liquor. At sundown from the top nothing to see. At the rounds of hold, rigging and battery all is well. Pumped empty several times. This past watch, stuck a reef inside the jib. Took down *stag* sail. Shortened mainsail.

 [signed] P van der Ham

[img\_0550.jpg]

 **[no folio number]**

 **In the Strait of Formosa & China Sea**

November 1856

**1856, Sunday 9 November**

[EW 20:00-24:00] All well at the rounds.

 [signed] A M Simon

**1856, Monday 10 November**

[HW 0:00-4:00] Nothing of importance.

[signed] Brantsen

**1856, Monday 10 November**

[DW 4:00-8:00] At the break of morning took the jib from the storm jib rod and repaired it. Took out the reef and adjusted it again. Took down storm jib. Hoisted *stag* sail. At sunrise from the top nothing to see. At the rounds of hold, rigging and battery all is well. *Overal* at 6:30. Swept the upper deck. Cleaned the mats for upper board.

This past watch took the 4th reef from the front topsail.

 [signed] P van der Ham

**1856, Monday 10 November**

[VM 8:00-12:00] Continued making clean ship. Had [crew] do cleaning and getting dressed. Held mess by mess inspection. – Took the 3rd reef from the main topsail. Had the crew do ship’s chores. Sailmaker working on the torn main topsail. The rest of the workmen did small chores.

 [signed] A M Simon