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*Translated summary from Dutch by Alice de Jong, 2020*

[img80890.jpg]

**F. 185**

**In the Bay of Nangasaki**

December 1863 and January 1864

[…]

**1864, Friday, January 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Parade at 9, hoisted flag and *geus.* At 10 o’clock inspection by the Commander of Ship and Crew, followed by a **speech** to the Crew on the occasion of **Newyear’s Day**. Paid wages to the crew. Held day of rest. Arriving on board in order to pay a visit the Commander of the ***Leopard***, as well as the **French and British Consuls**. Gave out extra shots of liquor. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Saturday, January 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, topped and squared, painted inside board a little. Aired the sails. Taptoe drill at 8, all well at the rounds. At the pump 12/16.

**1864, Sunday, January 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:30 held religious practice and then inspection of the Crew. Gave shore leave and held day of rest. Taptoe drill at 8, all well at the rounds. At the pump 10/12.

**1864, Monday, January 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises with guns. In the AM washing, then measuring depth with lead and rowing. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Tuesday, January 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises in the battery, then with the guns. Took over 42000 Dutch pounds of coal. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Wednesday, January 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held general exercise in the […]

[img80891.jpg]

[img80892.jpg]

**F. 186**

**At the Quay of Nangasaki**

**January 1864**

[img80891.jpg]

[…] battery. In the AM polished weapons. Performed other ship’s chores. Taptoe drill at 8, all well at the rounds. At the pump 15/12.

**1864, Thursday, January 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Snow, later on clear and fair. In the VM [8:00-12:00] held a military march, and in the AM [12:00-16:00] inspection of weapons and laundry. Airing the sails. Took in 10.000 dutch jugs of drinking water. Leaving the Quay 2 American and 2 English ships, and arriving on the Quay a French ship. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Friday, January 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Loosened the sails to dry them. Held inspection of bedding and clothes, then inspection of health. Back from hospital schoolmaster H van der Laan. Fastened sails, then topping squares and bracing. Taptoe drill at 8, all well at the rounds. At the pump 18/14.

**1864, Saturday, January 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, scrubbed outer board, polished the weapons and the battery. Taptoe drill at 8, all well at the rounds. At the pump 10/12.

**1864, Sunday, January 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:30 inspectino of ship and crew by the Commander, then reading out the ship’s articles in military gear. Gave shore leave and held day of rest. Arriving on the Quay the English warship ***Encounter*** from Yokuhama and the mailboat ***Chin- Leen*** from Shanghae, both with letters and parcels. Sent to the former one officer, and to the latter a junior officer. Taptoe drill at 8, all well at the rounds. At the pump 14/16.

**1864, Monday, January 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent 25 sailors under command of one officer to the shore for target shooting practice with guns. Punished with 1 month blacklist mariner 2nd class J G Eygendaal and 3rd class C Overheul , for coming back drunk on board from shore leave. Held exercises in the battery with guns, then rowing exercises. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Tuesday, January 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 4 turns of forced platoon drill : sailor 3rd class W Hoogterp, for not following orders given to him by his mess master. [Punished with] 24 hours bent over in chains, straight at night, and water and bread, sailor 3rd class P Goeman, for using disrespectful language to a sentry (*schildwacht*); with 24 hours arrest inside the discipline hut the quartermaster (*kwartiermeester)* A Rutten, for impertinence towards the *schieman*. Sent 25 crew under command of one officer to the shore for target shooting practice with guns. Leaving the Quay the English warship ***Encounter****.* In the AM sent Mariners to the shore for *tirailleren* (a certain combat practice). Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Wednesday, January 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held general exercises in the battery. In the AM inspection of weapons, then exercises for the junior sailors with the *grietje* sail. Leaving the Quay for Yokuhama the Eng. steamboat […]

[img80892.jpg]

[…] ***Chin- Leem*** and arriving on the Quay the steamer ***Pootang*** from Shanghae. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Thursday, January 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Airing the sails. Debarqued the crew to hold a military walk. The rest of the day we did ship’s chores. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Friday, January 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, gave out bedding and clothes. In the AM [12:00-16:00] took down the topgallant beams, moved propeller pivot in and out, turned the engine. Taptoe drill at 8, all well at the rounds. At the pump 12/16.

**1864, Saturday, January 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. From time to time hail, furthermore fair weather. Scraped and painted cannon balls and cartets (‘*kartetsen’*). In the AM [12:00-16:00] made general clean ship. Taptoe drill at 8, all well at the rounds. At the pump 11/14.

**1864, Sunday, January 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the English steamer ***City of Nantes*** to Shanghae. At 9:30 held inspection of Ship and Crew and then religious practice. Gave shore leave and held day of rest. At 4 o’clock gave out extra liquor. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Monday, January 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread, the shearer B H A Siegelaar, for, just recovering from a sickness, coming back drunk on board from shore leave. Sent 20 crew under command of one officer to the shore for target shooting practice. Held exercises in the battery, then with the guns. Sent one officer to th Eng warship ***Leopard*** to make known tomorrow is HM the Queen Mother’s birthday. Taptoe drill at 8, all well at the rounds. At the pump 14/16.

**1864, Tuesday, January 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the steamer Chusan for Kanagawa. Flagged from the top on the occasion of the birthday of Her Majesty the Queen-Mother. Due to the bad weather we couldn’t hold a parade. At 9 o’clock started to pull up the anchor, did a throw around the N., then kedged (‘*verhaalden*’), and dropped portside anchor in 7,25 *fathom* and 15 *fathom* of anchor chain. Again we […] hoisted the throw. At 12 o’clock we fired a salute of 21 shots, which was parallelled with a similar count of shots from the Eng warsteamship ***Leopard***, then we sent a duty officer over to thank them for this. At 4 we gave out extra liquor. Arriving on the Quay the Eng. steamer ***Jeddo***, 5 day journey from Yokuhama. Obtained 10.000 d jugs of drinking water. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Wednesday, January 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises with the armed barges; in the AM inspection of weapons. Loosened the sails and fastened them; topped and squarebraced; -- Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Thursday, January 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Debarked all armed crew for a military walk. Checked the pump of the lens. Back from hospital sailor 3rd class J Peters and firestoker 2nd class M van Deursen. Arriving on the Quay […]

[img80893.jpg]

[img80894.jpg]

**F. 187**

**At the Quay of Nangasaki**

**1864, Thursday, January 21, continued**

[…] the American steamship ***Meteor***. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Friday, January 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the AM and PV much rain; arriving at the Quay the English steamer ***Tokim***; held medical inspection, then parade in attire. Gave shore leave; moved the gear and propeller, the rest of the day we mended clothes and did sewing. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Saturday, January 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship with sand; paintwork inside and outside board; fired a midday shot. Leaving hospital Mariner 1st class J A Gerritsen. Arriving on the Quay 1 English and 1 Dutch barge. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Sunday, January 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Rain in the EW [ie 20:00-24:00]. At 9:30 religious practice, then inspection by the Commander of the Crew. – General inspection of clothes by the Commander; gave shore leave, and held day of rest. Punished with 24 hours hut arrest without duty: Officer of Health 3rd class Dr. H de Breeder, for coming on board after the parade. Taptoe drill at 8, all well at the rounds. At the pump 16/14.

**1864, Monday, January 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread: Sailor 1st class H Havega and sailor 2nd class J C van Beeren, for arriving late and drunk from shore leave on board. To the hospital firestoker 2nd class J de Ridder. Cleaned the chains. – Added 15 fathom of chain on portside. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Tuesday, January 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises at the battery, then with guns, bayonet fencing, exercises with sables and theory class for commanders and vice commanders using the Amand cannon. In the AM [ie 12:00-16:00] exercise at the Battery and rowing exercises. To the hostpital : sailor 2nd class J J Honig, machinist helper J G van den Bosch, and inland sailor Karidin. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Wednesday, January 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises at the battery, and with guns. In the AM [ie 12:00-16:00] inspection of weapons, rowing exercises. Arriving on the Quay the English steamshp ***Swatow*** from Shanghae; taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Thursday, January 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Added another 12 *fathom* of chain, furthermore ship’s chores. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Friday, January 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held theory class in the battery, furthermore ship’s chores. Taptoe drill at 8, all well at the rounds. At the pump 10/12.

[img80894.jpg]

**1864, Friday, January 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, at 1:30 coming on board the **Governor of Nangasaki** and **daimio of Omoera**, who were welcomed with the usual ceremonies of honour. Held exercises in the battery, then several moves (‘*handgrepen*’) for His Excellency with cross sail and mariners. Hoisted the Japanese flag on the front top[mast]. Saluted His Excellency with 17 shots. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Sunday, January 31** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 inspection of ship and crew by the Commander, then church. Held day of rest. Gave shore leave. Gave out extra liquor at 4 o’clock. Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Monday, February 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 39 hits of the hand dagger in front of the grille junior sailor A Visser for theft. Put the top gallant sails into place, hoisted top gallant beams. Exercised with the sails, did rowing exercises and bayonet fencing. Held inspection of weapons and then gave out extra liquor on the occasion of the Birthday of H R H Princess [sic] Frederik. Paid out wages. = = Taptoe drill at 8, all well at the rounds. At the pump 12/14.

**1864, Tuesday, February 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Loosened the sails to air and dry them. Checked the granades. Held exercise with sables and bayonet fencing for the Mariners. Taptoe drill at 8, all well at the rounds. At the pump 18/14.

**1864, Wednesday, February 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the AM [ie 12:00-16:00] we had everyone with weapons, except junior sailors, go to the shore for a military march. Inspection of weapons in the AM. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Thursday, February 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held general exercises in the battery, then with guns. In the AM [ie 12:00-16:00] did laundry and scrubbed sleeping quarters. Taptoe drill at 8, all well at the rounds. At the pump 10/14.

**1864, Friday, February 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, then parade in attire. Punished with 2 turns of forced platoon drill: sailors 3rd class B B van Nes and W G Koning, for not having their clothes in proper order. Taptoe drill at 8, all well at the rounds. At the pump 18/14.

**1864, Saturday, February 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the Eng. steamer ***Waratah*** to Shanghae. Leaving hospital machinist helper J G van den Bosch; fired a midday shot, took in 8000 dutch jugs of drinking water. Made general clean ship with sand. Taptoe drill at 8, all well at the rounds. At the pump 14/16.

**1864, Sunday, February 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:15 read out the ship’s articles [‘*krijgsartikelen*’] and then held inspection of ship and Crew, gave shore leave, held day of rest. At 4 o’clock extra liquor; at 4:30 because of increasing strong gusts we added 35 *fathom* of [anchor] chain and took down the top gallant beams. Taptoe drill at 8, all well at the rounds. At the pump 14/16.

[img80895.jpg]

[img80896.jpg]

**F. 188**

**At the Quay of Nangasaki**

[img80895.jpg]

**1864, Monday, February 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with degradation to sailor 3rd class for indefinite time: cook’s helper H van Brederode, for being 12 hours late from shore leave back on board. [Punished with] 24 hours bent over in chains, straight at night, on W and Br: Mariner 2nd class F H Kramme, for being 12 hours over his time returning on board; [punished with] 2 x 24 hours bent over in chains, straight at night and W and Br : sailor 2nd class C van Beek, for abusing one of his comrades on the shore. General sailing exercise, then exercises with guns. To the hospital Mariner 1st class J A Gerritsen. The rest of the day did ship’s chores.

*[Alice: the rest of this page no taptoe drills, no rounds and no pump levels]*

**1864, Tuesday, February 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises in the usual way. In the AM [ie 12:00-16:00] Mariners exercised with guns on the shore. Arriving on the Quay the Americ. Steamer ***Monitor*** and scooner ***Mina*** [Hina?] with a part of the parcels from **Shanghae**, and the English barge ***Teresa*** from **Hakodadi**, we sent over a junior officer to all of them.

**1864, Wednesday, February 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent all armed crew to the shore for a military walk. In the AM [ie 12:00-16:00] held inspection of weapons, furthermore did ship’s chores.

**1864, Thursday, February 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held general exercises in the battery, […], then exercise with the guns, and school. [In the ] AM rowing and exercising with the cross sail;

**1864, Friday, February 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held medical inspection, then mending and sewing. Arriving on the Quay the Eng barge ***Ann Adamson*** from **Shanghae**, sent a junior officer over there.

**1864, Saturday, February 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship with sand, polished in the battery, and square topping and bracing.

**1864, Sunday, February 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:15 inspection by the Commander of ship and Crew, then church. Gave shore leave and held day of rest. At 4 o’clock extra liquor. Leaving the Quay the French barge ***Rigi***.

**1864, Monday, February 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent 25 crew and a duty officer to the shore for target shooting. – Aired the sails. Took in 10.000 dutch jugs of drinking water. Leaving hospital the inland sailor Karidin. At sundown took down the top gallant beams. Arriving on the Quay the Prussian war steamship ***Gazelle***, sent down an officer to pay our compliments.

**1864, Tuesday, February 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. During the day mending and sewing.

**1864, Wednesday, February 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises in the usual way, did ship’s chores. Arriving on the Quay the French barge ***Reconnaissance***; the Commander of the ***Gazelle*** paid a reciprocal visit to this vessel (‘*deze bodem*’);

[img80896.jpg]

**1864, Thursday, February 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. All crew armed with guns debarked, in order to do a military walk. – At 11 o’clock coming on board for paying a visit, the ***Minister Plenipontentaire of Prussia*** and English Commander. When he left, we fired 15 shots as a salute, and flew the Prussian flag on the main top. Sent a duty officer to the Commanders of the foreign warships to make them known tomorrow’s celebrations for the birthday of H M the King. For anchor on the outer quay (‘*buitenreede*’) one schooner brig and one Dutch barque.

**1864, Friday, February 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Parade at 8, flew flags from all tops, did the prescribed salute, as well as in the afternoon at 4 o’clock. Dressed in full attire. – At 11 o’clock armed parade on deck, performed several moves, then speech by the Commander to the Crew on the occasion of the birthday of H M the King, followed by “Long live the King” and 3 x hurray, and extra liquor to the clock. In the afternoon warships ***Gazelle*** and ***Leopard*** performed salute shots, from 8 o’clock until sundown both flew flags from their tops, joining in the celebrations of the day. Meanwhile the Prussian Ambassador came to give well wishes to the Commander; - this was answered by a reciprocal visit by the Commander to the Prussian Ambassador, and sending a duty officer to both ships and firing a salute of 21 shots and flying English and Prussian flags from the main top. –

Leaving the Quay the English Steamer ***Jedo***.

**1864, Saturday, February 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship with sand, scrubbing, polishing battery, as well as the weapons.

**1864, Sunday, February 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 hours of forced painting chores : Mariner 1st class J van der Wint, for disobedient behaviour against the Sargeant, and [punished with] 4 hours of forced painting chores Mariner 3rd class A W Schoenmaker, for disrespectful language against a junior officer; at 9 ½ hours held church, then inspection of ship and Crew. Gave shore leave. Arriving on the Quay the Eng. barque ***Syrien*** with the mail of 25 November, sent out a junior officer. Extra shot of liquor at 4 o’clock.

**1864, Monday, February 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with degradation for indefinite time to Sailor 3rd class, and 2 x 24 hours bent over in chains, straight at night, and every other day W and Br: quartermaster (*kwartiermeester*) H van Raam, for coming back on board drunk, and having on him a bottle of *genever*; and Mariner 2nd class J Wollers with 2 x 24 hours bent over in chains, straight at night, and every other day W and Br, for being late from shore leave on board. In the AM [ie 12:00-16:00] sent crew armed with guns to the shore for exercises, furthermore ship’s chores.

**1864, Tuesday, February 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Parade at 9 with loosened sails, held exercises the usual way, at 3 o’clock fastened the sails, square topped and braced, furthermore during the day performed ship’s chores.

**1864, Wednesday, February 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. All [crew] with weapons went to make a military walk. Arriving on the Quay the Eng Radar boat ***Tokin*** from Yokuhama. AM inspection of weapons, obtained 9000 dutch jugs of drinking water. ==

[img80897.jpg]

[img80898.jpg]

**F. 189**

**At the Quay of Nangasaki**

[img80897.jpg]

**February 1864**

**1864, Thursday, February 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, at night straight on W and Br, Sailor 3rd class H van Raam for unrightly accusing junior officer; [punished with] 24 hours bent over in chains, at night straight, Mariner 3rd class J C Nedermowe, for fighting on deck; and [punished with] 24 hours of the same junior sailor A Visser for objection of duty. Held general exercises at the battery, then stowed top gallant beams and exercises with the sails. In the AM rowing , reading the compass and measuring depth. Arriving on the Quay the Eng war steamship ***Argus*** from Shanghae, sent an officer to pay compliments.

**1864, Friday, February 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, Mariner 3rd class C Overheul, for appearing undressed on deck, and when being told [off] by the Marine Sargeant, uttering disrespectful language. Held inspection of health, the rest of the day mending and sewing.

**1864, Saturday, February 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the VM [ie 8:00-12:00] our Commander left ship in order to pay an official visit on board of the English war steamship ***Argus***. At 4 o’clock on board to pay a visit, *Minister Plenipotentaire* of England **Sir Rutherford Allcock**, welcomed His Excellency with all usual honours, and when leaving the ship, saluted him with 15 shots, and the English flag flying from the main top. At 4:45 leaving the Quay the English war steamship ***Argus***. Fired a midday shot.

**1864, Sunday, February 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Parade at 9, church, and then parade in attire. –

Celebrated *HRH Prince Frederik der Nederlanden*’s birthday in the usual way. Gave out extra liquor. Gave shore leave, furthermore held day of rest.

**1864, Monday, February 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made all crew, armed with guns, debark the ship for exercises. Punished with 2 turns of forced platoon drill sailors 2nd class P. Starkenburg and C L C Lucking, for carelessness during taking down the top gallant beams. In the morning leaving early from the Quay, Prussian war steamcorvette ***Gazelle***, which again returned at 8:30. Sending over an officer.

**1864, Tuesday, March 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises in the usual way. Leaving the Quay the French, American and English barque. Paid out wages. Fencing with sables in the AM, measuring lead, rowing.

**1864, Wednesday, March 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Debarked all crew armed with guns, however, with increasing snowshowers, the troops again returned on board at 10. – Held inspection of weapons in the AM [ie 12:00-16:00]. Leaving the Quay the Prussian war steamcorvette ***Gazelle***, and arriving on the Quay the Eng barque ***Cobang***.

**1864, Thursday, March 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock parade with loose sails, at 9:30 we fastened them again, hoisted the top gallant beams, then loosened and fastened the sails several times, then topping and bracing. At 10 o’clock alarm drill, then exercises at the battery. In the AM [ie 12:00-16:00] rowing, compass reading and measuring depth.

**1864, Friday, March 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of eyes and health. To hospital Mariner 1st class L Gersen and Sailor 3rd class W H C. van der Land. Leaving the Quay the American steamer ***Meteor***, - Took in 196 buckets of sand.

[img80898.jpg]

**1864, Saturday, March 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship with sand, scrubbed inside the battery, paintwork inside board, sanding outside board.

**1864, Sunday, March 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock held inspections over the Crew and then read out the ship’s rules (‘*krijgsartikelen’*). Gave shore leave, and furthermore held day of rest. At 4 o’clock extra liquor.

**1864, Monday, March 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock parade with sails loose, rigging the pivot, did a throw around the NE, pulled up portside anchor, hauled on the throw and dropped anchor at 15 *fathom* of starboard anchor in 6 ½ *fathom* of water. Arriving on the Quay the Eng steamer ***Elgin*** from Yokuhama, and leaving the Quay one Japanese steamboat. At night at 9 ½ hours the weather started to be showery with downwinds, we added up to 30 *fathom* of chain.

**1864, Tuesday, March 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the AM we debarked the armed sailors with guns for performing exercises, the mariners exercised at the battery; we took in 90 cellar boxes (‘*kelderkisten’*) of Genever and 8500 D jugs of drinking water. In the AM [ie 12:00-16:00] inland (sailors) went for rowing and exercise with the cross-sails.

**1864, Wednesday, March 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent an officer to the Eng. steamship of war ***Perseus*** which arrived at the Quay, to give our compliments. Changed jib, put up matting in the rig, put in place the *bark* sails and small *kluiver* sail, prepared everything for going to sea. To the hospital: sailor 1st class J H Feldkamp, sailor 3rd class P Braacx; leaving hospital : sailor 2nd class W P Tasche and inl. firestoker Jacob II. – Leaving the Quay the Eng. barque ***Syrian*** and Prussian scooner brig ***Dantzig***.

**1864, Thursday, March 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises in the usual way. Leaving the Quay the Eng steamer ***Ayr Shire Lass*** and arriving on the outer Quay one Prussian barque, sent down a junior officer.

**1864, Friday, March 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health. Leaving the Quay the English steamship of war ***Leopard***. Obtained 70 picols of rice. During the day mending and sewing chores.

**1864, Saturday, March 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Rainy and approaching the evening gusts from the SE. Punished with 24 hours bent over in chains and straight at night, sailor 3rd class C D Wilharm, for dropping a knife from the rig, and [punished with] one month Black list sailor 2nd class C Erkelens, for badly installing a ‘*wipper block’* [tipping block?] on the beam, causing 2 bales of rice to drop down. – Made general clean ship with sand.

**1864, Sunday, March 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:30 church and then inspection of Crew. Gave shore leave, furthermore held day of rest. At 4 o’clock gave out extra liqour.

**1864, Monday, March 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock parade with loose sails. Held exercises with the armed barges, the inland (sailors) exercised with the Cross-sails. At 1 ½ hours fastened the sails, took down the lower sails. Furthermore did ship’s chores.

**1864, Tuesday, March 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock sent Mariners to the shore for exercises with handguns ; on board exercises in the usual way. At 2 o’clock debarked all armed mariners with guns for exercises. Arriving on the Quay the Americ. Barque […]

[img80899.jpg]

[img80900.jpg]

**F. 190**

**At the Quay of Nangasaki**

[img80899.jpg]

**March 1864**

**[continued, March 15]**

[…] ***Gatalpa*** from Shanghae , sent down a junior officer. Visit on board from an English junior officer, to make known: tomorrow putting in favor and at midday saluting 21 shots, in honour of the birth of a son to the Prince of Wales.

**1864, Wednesday, March 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Parade at 8, hoisted flag, *geus* and flags on top with the English flag from the main top, in honour of the birth of a Son to the **Prince of Wales**. At midday we fired a salute of 21 shots, and held a military walk. – in the AM inspection of weapons. -

**1864, Thursday, March 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock general exercise in the battery and with field cannons. At 10 o’clock division of chores for the preparations for the armed barges, the crew practiced in them.

**1864, Friday, March 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8 o’clock parade with loose sails. Held medical inspection followed by inspection of clothes. Gave out clothes, also suppletion of clothes to the Inlanders [inland crew]. Mending and sewing. At 3:30 fastened the sails, topped and braced square. At sundown took down top gallant beams.

**1864, Saturday, March 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 1 turn of forced platoon drill: mariners 3rd class J C Nedermowe and A W Schoenmakers, for disorderly behaviour during forced exercises. Made general clean ship with sand, fired a midday shot.

**1864, Sunday, March 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock held church, followed by inspection by the Commander of Ship and Crew. Gave shore leave, held day of rest. At 4 o’clock gave out extra liqour. --

**1864, Monday, March 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Hoisted top gallant beams and loosened sails. Punished with 2 x 24 hours bent over in chains and straight at night, every other day W and Br (*water and bread*) : firestoker 1st class P C van Mellen, for being ½ day (ie 12 hours) late from shore leave on board. – Held exercises in the usual way. At 2 o’clock fastened the sails and topped and braced square. In the AM paddling with the hulk (‘*barkas’*, a kind of ship) , compass reading, measuring depth and making riggings. Arriving on the Quay the French barque ***Rigi***.

**1864, Tuesday, March 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the English barque ***Cobangi***. Sent the crew armed with guns to the shore exercise at the batallion school. In the AM exercises with sables, measuring depth, splitting and tying knots.

At sundown took down top gallant beams, added 40 *fathom* of anchor chain. --

**1864, Wednesday, March 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held general exercises in the battery, followed by paddling and exercises with the cross-sail. – In the AM [ie 12:00-16:00] took down front topsails and main topsail, as well as the top gallant sails, put in place cross sail. - - The Mariners went ashore for marching.

**1864, Thursday, March 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Debarking all the armed crew for a military walk. In the AM [ie 12:00-16:00] held inspection of weapons, furthermore during the day did ship’s chores.

[img80900.jpg]

**1864, Friday, March 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, mending and sewing during the day.

**1864, Saturday, March 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship with sand, polished, painted inside and outside board. Fired a midday shot.

**1864, Sunday, March 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock held church, read out the honorable mentions of the ship’s crew as a result of **what happened on the W Coast of Borneo in December ’61 and January and February 1862**, while performing a large parade. Gave extra liquor. Gave shore leave, furthermore held day of rest. Leaving the Quay the Eng steamboat ***Pootenig*** to Shanghae.

**1864, Monday, March 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 x 24 hours bent over in chains, straight at night, on water and bread: mariner 2nd class J Bos, and with 1 x 24 hours of the same: mariners 3rd class J C Nedermowe and A W Schoenmakers, for debauched behaviour on the shore and on the Quay, brought on board by the armed forces. – Performed a throw, put pivot into place, hoisted starboard anchor, hauled, and again dropped anchor at 15 *fathom* of starboard anchor in 6 ½ *fathom* of water. – Gave shore leave.

**1864, Tuesday, March 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent a detachment of 48 sailors and junior officers to go ashore at **Decima**; at 9:30 leaving the ship the Commander, as well as 3 Officers and 2 Junior Officers in full attire, in order to pay a visit to the Governor of Nangasaki, sending a debarked crew armed with guns there and back for escort. – At 12 the Commander, Officers, junior Officers and armed men returned on board. In the AM [ie 12:00-16:00] put in place the main topsails and front topsails, exercised with sails until 3:30. Then hoisted top gallant beams and put them down again. Took in 7500 Dutch jugs of drinking water.

**1864, Wednesday, March 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8:30 debarked all armed crew for making a military walk. In the AM inspection of weapons.

**1864, Thursday, March 31** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took all necessary gear for the armed barges on deck and inspected it. – Held general exercise at the battery. Aired ammunition [..] Exercised with the armed barges, furthermore did ship’s chores.

**1864, Friday, April 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At night strong increasing wind from the south with lighting and heavy showers. Punished with 1 turn of forced platoon drill : Mariner 3rd class D van der Berg and sailor 3rd class J Klercq, for not following given orders. Held inspection of health. Returning from Hospital sailor 1st class J H Feldkamp, 2nd class J J Honig, 3rd class WH C van der Land, and Mariners 1st class L Gersen and J A Gerritsen; - Added 13 *fathom* of chain. Leaving the Qay the Dutch barque ship ***Fagel***.

**1864, Saturday, April 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Arriving on the Quay the American barque ***Hewatha***, from Shanghae. Punished with 24 hours bent over in chains, straight at night, on W and Br: Sailor 3rd class P van Hulst for using disrespectful language against his superiors. Made general clean ship with sand. – Fired a midday shot.

[img80901.jpg]

[img80902.jpg]

**F. 191**

**At the Quay of Nangasaki**

[img80901.jpg]

**April 1864**

**1864, Sunday, April 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the French barque Rigi. At 9 o’clock read out the ship’s rules (‘krijgsartikelen’), followed by inspection of ship and crew. Gave shore leave, held day of rest.

**1864, Monday, April 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on W and Br, sailor 1st class W F Schulz for using inappropriate expressions towards his superiors. Held exercises with the cannon of Amand, then theory [class] at the Battery, measuring depth for sailors 2nd class. Furthermore ship’s work. Added 10 *fathom* of chain.

**1864, Tuesday, April 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent to the shore for exercises at the bataillon-school: all crew armed with guns, under command of one Officer. Took in 8000 dutch jugs of drinking water. In the AM [ie 12:00-16:00] exercises with sables, measuring depth and reading compass, furthermore did ship’s work.

**1864, Wednesday, April 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8:30 sent the armed crew to the shore for a military walk. In the AM held inspection of weapons, then rowing and other ship’s work.

**1864, Tuesday, April 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held general exercises in the battery, then theory [class]. Furthermore nothing of importance happened.

**1864, Thursday, April 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Pulled up the topgallant beams. Celebrated the birthday of **HRH Princess Sophia** in the usual way, gave extra liquor. In the AM changed sails, adjusted them and did exercises, then put up the new sails. Punished with 24 hours bent over in chains and straight at night on W and Br : sailor 3rd class W van Oorschot, for far reaching carelessness during duty. Held inspection of health.

**1864, Saturday, April 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship with sand. Arriving on the Quay the English steamer ***Cosmopoliet*** and one Japanese steamship of war. – In the AM scrubbing at the battery and polishing weapons. Fired a midday shot.

**1864, Sunday, April 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock church, then inspection by the Commander of ship and Crew. Promoted to sailor 2nd class, starting past January 1, sailors 3rd class P H Pieters and J A Litooy. Gave shore leave, furthermore held day of rest. At 4 o’clock gave extra liquor. Added another 10 *fathom* of anchor chain.

**1864, Monday, April 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the Eng barque ***Therese***; punished with 24 hours arrest in discipline hut: *schieman* F Connesman, and [punished] with 12 hours bent over in chains : sailor 2nd class B Star, the latter for being the cause, and the former for not checking […]

[img80902.jpg]

[…] the front topsail being fastened. Sent the crew armed with guns to **Ora** for batallion school exercises. Filled granade [cannons] for exercises, took in 7000 Dutch jugs of drinking water. Arriving on the Quay the Eng steamer ***Anetta*** and the American barque ***Catalpa***, sent a junior officer to both.

**1864, Tuesday, April 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock sent a hulk and officer’s barge under command of the marine lieutenant 2nd class Wolterbeek Muller to the shore to bury, following the prescribed ceremonies, the body of sailor 3rd class P Braacx, who passed away in hospital. - - The other sailors had theory class with the cannon of Amand, and theory at the battery. In the AM measuring depth, fencing with sables, and reading compass, rowing exercises and the Javanese (‘*de javanen*’) exercised with the cross sail. Taptoe at 8, at the pump 12/16.

**1864, Wednesday, April 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8:30 sent all armed junior officers to the shore for having a military walk. In the AM inspection of weapons, gave extra liquor. Furthermore did ship’s work. Arriving on the Quay an American barque. Taptoe at 8, at the pump 10/14.

**1864, Tuesday, April 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Preparations of the ship, topped and braced square. At 9 o’clock arriving on board the **Governor of Nangasaki and Japanese Admiral** with their men, in order to paying a reciprocal visit. Welcomed His Excell. with all necessary honours. Inspection of the ship, then alarm [drill], several manoeuvering [exercises] in the battery and on deck, also with the sails, performed until 10:30, then the sails were loosened, and fastened in the battery. At 12 o’clock the above mentioned distinguished gentlemen went from board, we fired a salute of 15 shots, the Japanese flag at front mast; Extra liquor on the clock at the request of the Governor; a Japanese officer came on board to pay thanks for the salute. At sundown took down the top gallant beams. Arriving back on the Quay the English steamship of war ***Perseus***. Taptoe at 8, at the pump 10/14.

**1864, Thursday, April 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health. Mending and sewing. AM parade in attire. Taptoe at 8, at the pump 14/16.

**1864, Saturday, April 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 12 hours bent over in chains: sailor 2nd class P Starkenburg, for refusing to follow an order given by the *Schieman*. Made general clean ship with sand. In the AM weaving ropes and strips of cloth into sails [details], put up *jager, stag* sail, *bark* sail, jib and lay side sails. Taptoe at 8, at the pump 10/14.

**1864, Sunday, April 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the American barque ***Catalpa*** for Shanghao, and Americ schooner ***Alma*** to **Hakodadi**. At 8:30 held church and then inspection by the Commander of ship and Crew. Gave shore leave, furthermore held day of rest until 4 o’clock when everything was made in preparation of going to sea, kettles at the right levels, preparing fires for ignition, hoisting chimney. Taptoe at 8, at the pump 14/16.

[img80903.jpg]

[img80904.jpg]

**F. 192**

[destination , provenance is left blank]

[img80903.jpg]

**April 1864**

**1864, Monday, April 18** [describing 0:00-8:00 hrs]

The wind *flaauw,* around the compass, clear and fair weather. At 4 o’clock ignited the fires,-- brought up the topgallant beams, put on sails and hoisted the anchor, it came up wrong (‘*gestokt*’), we fixed it and put anchor in place. – When having steam, we tried out the engines, and when found good, we steamed out of the bay, hoisted the flag, however after fluttering for a quarter of an hour, we took it down again, for none of the ships mooring at the Quay hoisted one. Started seawatch.

[img80904.jpg]

**1864, Monday, April 18**

DW [4:00-8:00]

Steamed further by observation out of the bay, took care of the anchors. Adjusted topsails, top gallant sails, *bark* sails, jib and *kluiver* sail. At 7:30 set course to West. Had sight of one Eng. brig keeping course to the bay, hoisted flag, this past watch observed Nomo Saki S w/s W., N island(s) Iwo Sima SE by E ½ E, Gotto Island(s) NW ¾ N.

**1864, Monday, April 18**

VM [8:00-12:00]

Prepared the disk and put it outside board at 9, a short while afterwards it was toppled over by the increasing wind, we lowered barges to go fetch it. – we stopped, kept fires on hold and manouevred under steam and sail. Past watch we fastened the sails.

**1864, Monday, April 18**

AM [12:00-16:00]

Coming watch we steeredWSW, then at 12 o’clock we set course SW until 2 ½ hrs, rounded the East, adjusted the topsails, decreased steam, turned on the main topsail fastened to the pole, stopped, put the clamp on the propeller, braced fully, hoisted *kluiver* sail and stag sail. The rope of the *kluiver* had snapped which caused the *schinkel* to fall overboard. We took down the *kluiver* and fastened it, fastened [things] inside the battery […] adjusted jib and hoisted the jibropes again, adjusted *bark* sails, kept fires on hold. This past watch observed Nomo –saki SE by E, N island(s) Iwo Sima E by N, Northern Isl. N ¼ W.

**1864, Monday, April 18**

PV [16:00-20:00]

Steered by the wind; at 5:30 made steam, adjusted topgallant sails and and lingered at the mouth of the bay. At 5:45 stowed away sails (details), steered towards the bay, stowed stagsails and barksails, braced square and dropped anchor at 7:15 in 16 *fathom* of water and 30 *fathom* of anchor chain. Kept fires on hold. Crew on seawatch. At sundown took down flag.

**Anchor observation**

W islands bay SW by W

S islands Iwo Sima SW by S

Decima NNE

**1864, Monday, April 18**

EW [20:00-24:00]

Nothing of importance happened.

**1864, Tuesday, April 19**

HW [0:00-4:00]

At 1 o’clock for incoming showers, we added another 10 *fathoms* to the anchor chain, and took down top gallant beams.

[img80905.jpg]

[img80906.jpg]

**F. 193**

**At the Quay of Nangasaki**

**April 1864**

[img80906.jpg]

**1864, Tuesday, April 19**

DW [4:00-8:00]

At 4 o’clock added another 10 *fathom* of chain; at 5 o’clock we fired steam; at 5:30 hoisted the stopping anchor, put it into place and steamed to the quay of Nangasaki, where we dropped anchor at 6:15 in 20 *fathom* of portside anchor [chain] in 7,5 *fathom* of water. Emptied kettles, put out the fires, took off the smoke covers, put away the anchor and took off the chain. Started Quay watch (‘*reewacht*’).

**Anchor observation**

Eng church S 47 E

Dutch flagpole N 87 E

French flagpole S 22 E

W islands Bay S 37 W

[img80905.jpg]

**VM and continuation of Tuesday April 19** [ie 8:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:30 added 30 *fathom* on portside, put away top gallant poles. Checked the anchor chains and cleaned them. At 10:30 added another 10 *fathom* on portside. At 1 o’clock the wind flared up from the W with showers, then the showers quickly lost intensity; in the VM we braced on the wind, then put the gear again square. The weather slowly cleared up. Took down the chimney. Arriving on the Quay the Eng.steamer ***Loton*** from Shanghae.

**1864, Wednesday, April 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made everything ready to sail away. Put in place top gallant poles and beams, screwed in chains, then loosened all square sails, adjusted topsails and top gallant sails, hoisted the anchor, tilted towards portside. Hoisted flag, braced on high, set course to outside the bay, put anchor into place, clamped the propeller and started seawatch. – Leaving the Quay the Americ. Barque ***Hewatha***. –

Steered further outside of the bay, adjusted sails (details), the wind came from portside, passed the Eng.barque ***Syria*** and 1 other Americ. barque; started making steam. Sailors 2nd class were made to measuring depth and steering for practice. – At 8:30 hours made steam, put away sails, fastened them, and steamed out of the bay at a WNW course, until we were at 3 to 4 miles outside of the coast. We stopped, put the disk outside board, manouevred again, steaming forward and backwards, keeping the disk at a certain distance (4 cable lengths); we fired the set amount of shots for 1863’s two half-yearly exercises from portside battery. Set sea watch. –

We finished that at 12:30, had lunch, and then exercised with lay sails until 2:15 hours. Held fires on hold. Cleaned battery. At 3:15 again made steam, fastened sails and steered with a little steam to the bay. Both distilling engines were checked and found to be in order. At 6:10 we dropped anchor in the **Bay of Nangasaki** at SB anchor in 7 *fathom* of water and 15 *fathom* of chain. –

Put out fires, emptied kettles, lowered chimney. Usage of coal 6700 pounds, of which 1200 pounds for making steam. Temperature of coal hut 78° Fahr.

**1864, Thursday, April 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sent the crew armed with guns to the shore for exercise under one Officer and duty Junior Officer. Aired sails. Arriving on the Quay the Eng Dispatch boat ***Osprey*** from Yokuhama, sent down a junior officer to give our compliments. In the AM took down bark sails and stag sails, took down top gallant beams. -

**1864, Friday, April 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health. On the Quay the Americ barque ***Nector*** from Shanghae, and the Eng. barques ***Comet*** and ***Trave*** from **Ningpo** and **Hongkong**. The weather cleared up again, so we dried the barges and other sails. During the day the junior officers were busy observing and measuring the bay. Arriving on board […]

[img80906.jpg]

[continued…] in order to pay a visit : the Commander of the Eng. dispatch boat ***Osprey***. At sundown took down top gallant beams.

**1864, Saturday, April 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 turns of forced platoon drill sailor 3rd class J de Vries, for not following an order. Made general clean ship with sand; - fired a midday shot; in the AM paintwork inside and outside board.

**1864, Sunday, April 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock held religious practice, then inspection of ship and Crew by the Commander; gave shore leave and held day of rest. --

**1864, Monday, April 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Checked all chains; our Commander left the ship in order to pay several official visits to the Eng. vessels; the junior officers left the ship in the VM and AM in order to make observations of the bay. - -

**1864, Tuesday, April 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8 o’clock parade with hoisted top gallant beams; in the VM all sailors armed with guns under command of the duty officer went to **Ora** in order to hold a military exercise. Mariners were exercising in the battery, the junior officers were observing / measuring the bay. In the AM fencing with sables, hauled the broken topsail beam on the halfdeck, so we could check if the chain would work on steering the ship. Exercises with the topsails.

**1864, Wednesday, April 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Arriving on the Quay the Eng steamer ***Fire Dart*** from Shanghae. Debarked the crew for a military march. In the AM inspection of weapons; Exercises with the crosssail, furthermore did ship’s chores.

**1864, Thursday, April 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 turns of forced platoon drill sailor 3rd class J F van Bork for not following given orders; battery exercises, painting outside of ship, repairwork on the [...] of the rudder.

**1864, Friday, April 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health, furthermore mending and sewing. Arriving on the Quay the french barque ***Regi***; at 12 ½ hours arriving on the Quay HRH propeller steamship ***Djambi***, sent down an officer for compliments, the commander went from board to pay an official visit to the Station’s commander.

**1864, Saturday, April 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, fired a midday shot. In the AM painted outside and inside board. - -

[img80907.jpg]

**F. 194, left**

**At the Quay of Nangasaki**

**1864, Sunday, May 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock read out ship’s articles, then inspection of ship and Crew. Furthermore held dayof rest. Arriving at the Quay the American bark ***Delaware***.

**1864, Monday, May 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 months of Ship’s arrest: sailor 1st class K de Rijke, for being late from shore leave back on board, as well as sailor 3rd class F F Sugard. – 1st Division exercises at the battery, 2nd Division infantery exercises; had the men fetch necessities for their armed barges. In the AM one officer with junior officers and boatswain’s mates [had] theory [class] on their duties.

**1864, Tuesday, May 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Sailors to the shore for exercise drills. In the AM exercises with sables, measuring depth, reading compass. Splitting ropes and rope knots. Arriving on the Quay ***HBM Perseus***.

**1864, Wednesday, May 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the VM [ie 8:00-12:00] military march, in the AM [12:00-16:00] inspection of weapons. Punished with 24 hours of arrest in discipline hut: boatswain’s mate H van Raam, for refusing duty, albeit with eased circumstances.

**1864, Thursday, May 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the American steamer ***Fire Dart***; at 8:30 inspection of Crew, at 9 o’clock church, then parade in attire, furthermore mending and sewing.

**1864, Friday, May 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health, at 9 o’clock execution of the [punishment of?] prisoner Sailor 3rd class J de Wit, 50 **hits with boots** (*’50 slagen met laarzen’*), at the discretion of the Officer’s Commissioners (‘*commissarissen’*) [who said that] the number shouldn’t exceed 100. Put in place barksails, middle *kluiver* sail, front stagsails and *bezaan* sail, changed jib, put in place *bark* pivot.

**1864, Saturday, May 7** [ie 0:00-16:00 hrs]

[wind and weather in excel-sheet]. Rain in the evering, started to prepare everything for going to sea. Hoisted the rig mats. Arriving on the Quay the Eng. steamer ***Mona*** from Shanghae, 3 d journey with the European mail parcels. In the AM fastened battery, put in place the barges, hoisted chimney, filled the kettles and at 2:40 lit the fires in order to have steam at 4 o’clock. At 4 ¼ hours pulled anchor, put on the engines, and slowly increased up to full speed, and by directions of the pilot steamed out of the bay. Started seawatch.

[img80908.jpg]

**F. 194, right**

**1864, Saturday, May 7**

PV [16:00-20:00]

Continued steaming, passing **Iwo Sima**, maneuvered on the sails whenever necessary; Passed the **Metsuse** rocks on portside at ¼ miles distance; at 7 o’clock observed the Northerly **Metsuse** rocks at S 71°, SW-ly land **Nomo Saki** at S 36° E. Set course from 7 o’clock at S by W. This past watch we had **Nomo Saki** transversal on East.

**1864, Saturday, May 7**

EW [20:00-24:00]

At 8:10 hours increased fires and made 50 turns, at 9:30 hours the wind increased, we adjusted the topsails. When the wind decreased again, we took down the *jager* sail and fastened it.

[img80909.jpg]

[img80910.jpg]

**F. 195**

**From Nangasaki to YokuHama**

May 1864.

**1864, Sunday, May 8**

HW [0:00-4:00]

With increasing wind and sea, we stowed several sails (details).

**1864, Sunday, May 8**

DW [4:00-8:00]

At daybreak had sight of **Kosiki**, then observed **Kosiki’s** S island(s) at ESE ½ E and N island(s) at E ½ N. At 6:45 we finished steam, stopped, and put a clamp on the propeller; adjusted front topsails and cross sail, adjusted main top gallant sails. Steered by the wind. At 7:30 had sight of **Udsi Sima** at S by E, observed at 8 o’clock **Kosiki** ‘s S island(s) at E by N and N island(s) at NE by E.

**1864, Sunday, May 8**

VM [8:00-12:00]

This past watch we adjusted mainsail, loosened *kluiver* sail and adjusted it. At 10, due to the increasing wind, we stowed away *kluiver, bezaan* and main topgallant and fastened them. Held fires on hold.

**1864, Sunday, May 8**

AM [12:00-16:00]

At 4 ½ hours we put two reefs inside the front topsails, put cross sail into place, put 1 reef in the jib and mainsail and put mainsail into place. At sundown los sight of the **Ingersoll Rocks** in the NE ½ E, put reefs inside the main bark sail.

**1864, Sunday, May 8**

PV [16:00-20:00]

At sundown lost sitght of the **Ingersoll rocks** in the NE ½ E. Put reefs inside the main bark sail.

**1864, Sunday, May 8**

EW [20:00-24:00]

Adjusted the reefed mainsail and top gallants to support the ship.

**1864, Monday, May 9**

HW [0:00-4:00]

In the engine room we used the coldwater handpump to empty the ship [of water], the water [spill] seems to be decreasing.

**1864, Monday, May 9**

DW [4:00-8:00]

At daybreak saw land (**Jeribusima**) E island(s) and N, at 6 o’clock we took out the reefs. Adjusted topsails, main top gallant sails, and longship sails. At 6:30 stoked the fires up to 52 turns, stowed away the sails. At 7 o’clock steered E and E by N. At 8 o’clock we had **Jerebusima** at ENE ½ E.

**1864, Monday, May 9**

VM [8:00-12:00]

Maneuvered during the VM with the barksail(s) and stag-sails whenever necessary, to keep as close to the E course as we can. Punished with 2 x 24 hours bent over in chains and W and Br : sailor 3rd class P Goeman, for answering inappropriately to his superiors. We celebrated ***HRH Princess Marianne’s*** birthday in the usual way, increased speed to 52 turns.

[img80909.jpg, bottom of page]

Midday observation NW island(s) Jerebu- Sima NNE

SW island(s) ,, ,, NE ½ N

SW island(s) Jok sima NE by E

Had sight of surf and waves breaking from E to SSE at 1 cable length of the ship; two rocks in the South, furthermore

observed the NW island(s) of Katsina- Sima |

NW island(s) Naka Sima | in the SW by S

[img80911.jpg]

[img80912.jpg]

**F. 196**

**From Nangasaki to Yokuhama**

May 1864.

**1864, Monday, May 9**

AM [12:00-16:00]

Coming watch had sight at (30° 13’ N Lat and 130° 4’ E Lon) of **Medusa Reef**, straight North of **Blake Reef**, stretching N and S, with a area surface of more than a square mile; held back immediately, stowed *bark* sails, put in place the jib and front topsails; steered North, adjusted all sails. At 1 ½ hours set course to NW, square bracing, adjusted the lay sails on portside. At 3 o’clock had sight of Kuro Sima in the N by W. At 1:30 let off steam, stopped, held fires on hold.

**1864, Monday, May 9**

PV [16:00-20:00]

Stowed lay sails, jib, topsails and top gallant sails. Put the engine from slow to 50 turns. At 6:30 changed course to NW by N, decided to leave the **Strait of Diemen** from the west side of **Kwio Sima**. At sundown observed the NW island of **Kuro Sima** at N ¾ W, and N island(s) of **Yerabu Sima** at NE by E ¾ E. The wind increased a little from behind, we put in place the front sails, and then took them down again.

**1864, Monday, May 9**

EW [20:00-24:00]

The wind increasing, we put in place the longship sails, the topsails, top gallant sails and jib. At 10 o’clock observed the island of **Kuro Sima** in the N by E, steered NNW, and at 11 o’clock steered N by W.

[Left margin:]

At 10” North Star h. 29° 13’

Makes N Lat 30° 32’

Estimated N Lat 30° 55’

---------

makes 23’ S

**1864, Tuesday, May 10**

HW [0:00-4:00]

Steered by observation around **Kuro-Sima** into the **van Diemen strait**, the course becoming more Eastly, we stowed and put in place all square sails. This past watch had sight of **Kuro Sima**, very weak sight at S ½ W.

**1864, Tuesday, May 10**

DW [4:00-8:00]

At daybreak had sight of **Kuro Sima** at S by W ½ W, **Diamonds Peak** at ENE ½ E, **Iwo Sima** at SE, steered E ½ S, stowed sails and took down the top gallant beams. At 8 o’clock observed **Diamonds Peak** at NE ½ N, **Chichakof** E ½ S, Iwo Sima S by W ½ W.

**1864, Tuesday, May 10**

VM [8:00-12:00]

The 1st Division had exercises with guns, the 2nd Division with the battery. At 10 ½ hours we fastened all sails more tightly, at 10 ¾ hours had sight of **Cape Chichakoff , Tanega- Sima** at ESE – SE by S.

**1864, Tuesday, May 10**

AM [12:00-16:00]

Lost sight of respectively **Iwo Sima** and **Tanega Sima**. The wind turned to SE, we braced around, adjusted stag sails, bark sails and jib.

Held exercises with sables, splitting ropes, tying ropes, reading compass. At 4 o’clock had sight of surf in the NW, about 1 mile distance from the shore. Found ourselves at 31°6’ N Lat and 131°8’ E Lon; the surf was situated at 31°10’ N Lat and 131°3’ E Lon, which we added to the map.

Observed NW island(s) **Tanega-Sima** SSW ½ W, **K.** *(K=Kaap, cape*) **Chichakoff** at WSW ½ W

**K. Nagarf** at NNW ½ W, **Towi Sicki** NNE ½ E

**1864, Tuesday, May 10**

PV [16:00-20:00]

At 4 ¾ hours the wind started to pick up more, we adjusted all sails, hoisted the top gallant beams, adjusted the top gallant sails. At sundown observed **Chichakoff** at WSW ¼ W.

At the end of the watch the wind increased in strength, we stowed respectively all sails and fastened them.

[img80913.jpg]

[img80914.jpg]

**F. 197**

**From Nangasaki to Yokuhama**

**May 1864**

**1864, Tuesday, May 10**

EW [20:00-24:00]

At 10 o’clock the wind picking up, we adjusted the sails in use. Past watch the *werkbus* [=one of the parts] of the propeller overheated.

**1864, Wednesday, May 11**

HW [0:00-4:00]

Both *werkbus* and *slemphout* overheated, we diminished steam and poured over a splash of cold water.

**1864, Wednesday, May 11**

DW [4:00-8:00]

At daybreak adjusted all lay sails, *kluiver* sail, *jager* sail, crosssail, *grietje, bezaan* and *bark* sails. At 7 o’clock due to diminishing wind, we took down the lay sails. At 6 o’clock started to let off steam, stopped and kept fires on hold [banked the fires].

**1864, Wednesday, May 11**

VM [8:00-12:00]

At 9 o’clock we braced a little for increasing wind, adjusted portside lay sails in use [dd=dienstdoend], however at 10 ½ hours again braced for the wind, stowed lower lay sails, adjusted mainsail, kept fires on hold.

**1864, Wednesday, May 11**

AM [12:00-16:00]

The wind turned to ENE, stowed at 1 all sails and fastened them, put up chimney, made steam. Moved propeller pivot several times, in and out.

**1864, Wednesday, May 11**

PV [16:00-20:00]

Upcoming watch braced over portside, took down top gallant beams.

**1864, Wednesday, May 11**

EW [20:00-24:00]

Nothing of importance happened.

**1864, Thursday, May 12**

HW [0:00-4:00]

Nothing of importance happened.

**1864, Thursday, May 12**

DW [4:00-8:00]

Braced around took down *stag* sails.

**1864, Thursday, May 12**

VM [8:00-12:00]

At 9 ¼ hours we put in place *bark* sails and *stag* sails, steered E ½ S, then due to still winds stowed them away again. Again steered course ENE, at 11 o’clock the wind started to come from the S, we adjusted jib, stowed it again due to still winds.

[img80915.jpg]

[img80916.jpg]

**F. 198**

**From Nangasaki to Yokuhama**

**May 1864**

**1864, Thursday, May 12**

AM [12:00-16:00]

The wind only in de NNW, adjusted all sails in use.

**1864, Thursday, May 12**

PV [16:00-20:00]

At 4 changed course to NE ½ E; the wind increasing we braced square, stowed barksails and *bezaan* sail, adjusted main top gallant sail, took down stagsail. The wind diminished, we braced over starboard, adjusted main barksail, *bezaan* and stagsail again.

**1864, Thursday, May 12**

EW [20:00-24:00]

Stopped, put clamp into place on the propeller and steered NE.

**1864, Friday, May 13**

HW [0:00-4:00]

At 12:15 took off the clamp, again switched on the engines, braced for diminishing wind, stowed and in the end put in place the square sails.

[right page, left margin]

At 3 o’clock Northstar 33°2’

Makes Lat 33°11’ N

Estim. Lat 33°16 ½ N

- - - - - - - -

makes 5’ S

**1864, Friday, May 13**

DW [4:00-8:00]

Put in place jib, topsails, main top gallant and front top gallant sails, steered at 4 ¾ NE by E, set course at 6:30 to NE ½ E, braced whenever necessary, passed an upcoming bark.

**1864, Friday, May 13**

VM [8:00-12:00]

At 8:30 started to let off steam, stopped, stowed jib and topsails. Turned rond with main topsail on stick, clamped the propeller, braces fully at 9 o’clock, again adjusted the sails, adjusted upper lay sails and bram laysails. At 10 o’clock saw **Redfield rock** in the NE by E, stowed lay sails, braced with the wind. Steered North. At 10 ¾ hours saw **Koru Sima** in the NE. At 11 **Redfield rocks** at the East, we again kept to NE by N. Braced, adjusted mainsail, stowed *bark* sails and *bezaan*, ,- - saw reefs and rocks about NW by N from **Redfielrocks** and about 1 mile NNE from just mentioned rocks. Held fires on hold.

**1864, Friday, May 13**

AM [12:00-16:00]

At 3 o’clock had Tosima on East, this past watch adjusted bram lay sails, at that moment had the S island(s) of **OkoSima** at E ½ N.

**1864, Friday, May 13**

PV [16:00-20:00]

This upcoming watch a current made us approach the Oho-Sima shore too much, we braced by the wind, stowed lay sails, and steered NNW. Slowly we observed the NW island(s) on East, held back to N by E, then the wind dropped completely, made made steam at 5 o’clock, stowed away all sails. When we ha steam, we slowly increased up to 60 turns. At 5 ¾ saw Cape King, as wel ass Soe-saki. Discovered at the Rounds that several sheets of copper from the outside were torn and broken away. At sundown observed the NE island(s) of Oho Sima at SSW ½ W and Soesaki at E by N. At 5 ½ hours took down the top gallant beams, manoeuvered with the longship sails whenever necessary. At 7 ½ saw land in the NNE.

**1864, Friday, May 13**

EW [20:00-24:00]

Steered by observation between Soesaki and Sagami, in order to steam into the bay of Yedo, measured depth two times, no ground with 30 fathom. Took off the storm jib and and put two reefs inside the main bark sail.

[img80917.jpg]

[img80918.jpg]

**F. 199**

**From Nangasaki to Yokuhama**

**May 1864**

[img80918.jpg]

**1864, Saturday, May 14**

HW [0:00-4:00]

Held steam to wait for daybreak, measured depth 50 *fathom* no ground, this past watch we thought ourselves to be again at the entrance of the **Oeraga channel**.

**1864, Saturday, May 14**

DW [4:00-8:00]

At 4:30 observed **Soesaki** at S by E, **Sugamisaki** at NNW ¼ W, **Kami Saki** at N by E, we made full speed ahead, steered by observation through the **Oeraga channel** and gulf of **Yedo**. At 8 o’clock **Treaty Point** at NNW, **Wesper Island**(s) at SW ½ W, made everything ready for the Quay.

**1864, Saturday, May 14**

VM [8:00-12:00]

In the **Gulf of Yedo** we steered by direction of the Commander to the **Quay of Yokuhama**; at 9 ¼ hours we arrived there, dropped anchor in 3.5 fathom of water and 15 fathom of Starboard anchor chain, emptied kettles.

[img80917.jpg]

**1864, Saturday, May 14, continued** [ie 12:00-24:00 hours]

[wind and weather in excel-sheet]. From board the commander for paying visits. Coming aboard to make their compliments the 1st Officer of the Eng ***Argus*** and French ***Dupleix***, as well as the Dutch Consul. As the water fell, we got into the mud in the AM, so therefore at 4 o’clock we did a throw around the E and tried to get some distance to the shore; as this didn’t work out, we kept waiting until 7, when the water had risen somewhat, again tried a throw to make [the ship] go foreward a bit. In the meanwhile we hoisted the SB anchor, at 9:30 the ship got unstuck, moved it along the throw, and again dropped anchor in 4 ¼ fathom and 6 fathom [of chain]. At the HW [ie 0-4] added another 4 fathom [of anchor chain].

**1864, Sunday, May 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took the stopping anchor from the NE and threw it again, hoisted SB anchor and again dropped anchor at portside in 4,5 fathom of water and 10 fathom of chain; at 11 inspection of Crew, gave shore leave. At 12:30 coming to the Quay HRH Steam Corvette ***Djambi***, sent down an officer to pay compliments. At 7:30 arriving at the quay an Eng. steamship.

**1864, Monday, May 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Theory class at the battery. Punished with indefinite blacklisting sailor 3rd class H van Brederode and H F Baars, for coming back aboard drunk from shore leave, [punished with] 8 d. of blacklist sailor 3rd class F H Cleveringa and W van Oorschot for being late on board from shore leave.

**1864, Tuesday, May 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the PV rain and lightning. Punished with 1 month blacklist junior sailor A Visser for gambling with dice. Held exercises at the battery, then with guns. Put in place rigging, water sticks, *kluiverleider*, obtained several of 5, 3 and 8 *duim*, checked [..] screws. Put in place new sheets of copper to the outside layer. Coming aboard for paying a visit the Commander of the Eng dispatch boat ***Race-horse***.

**1864, Wednesday, May 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At the evening the sky was clearing up. During the day, took in 29.3000 Dutch pounds of coals, greased and weaved the rigging. [Arriving] on the Qay the Eng. steamer ***Nepaul*** and leaving the Quay ***Anna Maria Wilhelmina***.

**1864, Thursday, May 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took in 63.656 Dutch pounds of coal; weaving the rigging, at 2 o’clock took down the topsails and *kluiver* sails, loosened the sails for airing and drying.

[img80918.jpg]

**1864, Friday, May 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Greased and painted the gear, furthermore mending and sewing. In the usual way we celebrated the birthday of *HRH Princess Amelia*.

**1864, Saturday, May 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General clean ship, paintwork inside and outside board. Leaving the Quay HBM ***Race-Horse***, at night returning from Yedo on the Quay HJM ***Dupleix***. Added from the roll of ***Djambi***, junior officer 1st class J F F Bruyn.

**1864, Sunday, May 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 inspection of the Crew, gave shore leave and furthermore day of rest. Leaving the Quay the Eng Steamer ***Elgin***.

**1864, Monday, May 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 14 days of blacklist sailor 1st class J H van Dieke, for during shore leave hitting one of his comrades while drunk; and [punished] for undefinite blacklist, sailors 2nd and 3rd class P Starkenburg and J F v Bork, for being late from shore leave. Arriving on the Quay the Dutch brik ***Zwaluw***.

**1864, Tuesday, May 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Fluttering flag from the top with the English flag from the highest top, at the occasion of Queen Victoria’s birthday. At 12 o’clock saluted 21 shots. Punished with 24 hours bent over in chains and W and Br : sailors 2nd class Klokkers for being found sleeping at the lead [*as in: measuring depth*] in the EW [ie 20:00-24:00 hrs]. in the VM [8:00-12:00] theory class at the battery.

**1864, Wednesday, May 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Paintwork outside board, general exercise at the battery, filling of cannon (granaten , kardoezen). Leaving the Quay HBMS ***Rattler*** and the Eng steamer ***Stork***, arriving on the Quay the Eng bark ***Tienstin*** from Hong Kong.

**1864, Thursday, May 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 1 month blacklist mariners 2nd and 3rd class J Bos and J C Nedermowe, for irregularities in the mess; aired the sails, at 4 o’clock put in place topsails, lower sails and *kluiver* sail.

**1864, Friday, May 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hors bent over in chains: sailor 2nd class J Bos, for being disrespectful against his mess chef; held medical inspection, then parade in attire. Leaving from the Quay the Dutch bark ***Twee Cornelissen*** and the Eng mailboat ***Nepaul***.

[img80919.jpg]

[img80920.jpg]

**F. 200**

**At the Quay of Yokuhama**

May and June 1864

**1864, Saturday, May 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General clean ship, paintwork outside board. Arriving on the Quay HBM ***Conqueror***.

**1864, Sunday, May 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock church, then during holding parade (drill) reading out the honorary bequests (‘*verkregen eerbetooningen*’), given to the officers and crew due to their attitude during the fight on **July 11, 1863 in the Strait of Simonoseki**. Gave out extra liquor. Gave shore leave. Arriving on the Quay the Eng dispatch boat ***Coquette***, as well as 1 Eng. and 1 Americ. bark.

**1864, Monday, May 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Up to 9 o’clock stormy weather with rain, then still. In the AM [ie 12:00-16:00] and at night, clear with fresh Northerly wind. Theory in the battery, and shooting with Amands Cannon for commanders and vice-commanders, fencing with sables, for the junior sailors splitting and knotting ropes. Been on board, Commander of the ***Dupleix***.

**1864, Tuesday, May 31** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the VM [8:00-12:00] fencing with bayonets on the shore. In the AM [12:00-16:00] exercises with sables, measuring depth, splitting ropes and knotting ropes. Exercise [drill] with the cross sail. Arriving on the Quay the French war steamship ***Tancrède***, one English steamer and 2 English sailing vessels.

**1864, Wednesday, June 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. From time to time rain. Cleaned the chains and checked them. Paid out the monthly wages [for the crew].

**1864, Thursday, June 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General exercise in the battery, checking of the chain shackles and chain clasps. Laundry in the AM [12:00-16:00].

**1864, Friday, June 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 10 days of blacklist the quartermaster A Rutten for using inappropriate language against superiors, and [punished] with 1 month of the same, sailor 3rd class P Brinkman for disobedience (‘*tegenpruttelen*’). Inspection of health, furthermore mending and sewing. Visit on board from Commander of Eng. ***Pelorus***.

**1864, Saturday, June 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 10 days blacklist, Sailor 3rd class F Frans for neglicence of his sleeping / clothing gear. Clean ship.

**1864, Sunday, June 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the EW again rain. At 9 o’clock read the ship’s articles, then inspection by the Commander of ship and Crew. Held day of rest, gave out extra liquor. Loosened sails to air and dry them.

**1864, Monday, June 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 4 x 24 hours bent over in chains, straight at night, Firestoker 3rd class J Sligt for trying to break open a chest and theft. At 9 o’clock the Mariners went ashore for exercises, paintwork on back haul. […]

[img80920.jpg]

[…] sanding and painting of outer board. Sent junior sailors under the command of 1 junior Officer for exercises in the battery.

**1864, Tuesday, June 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 14 days blacklist Mariner 1st class J van der Wint, for using language against superiors, and sailor 3rd class D van der Grond, for picking a fight with one of his comrades. In the VM [8:00-12:00] the sailors armed with guns went ashore for exercise [drill]. We aired the artillery gear. In the AM [12:00-16:00] fencing with sables, measuring depth, furthermore other ship’s chores.

**1864, Wednesday, June 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 alarm [drill], exercises with the battery, gave shore leave. Leaving the Quay the Eng steamer ***Viola***, and French war steamship ***Tancrède***.

**1864, Thursday, June 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay the En steamer ***Stork***. In the VM [8:00-12:00] exercises with the sails, took down top gallant beams, took off top gallant sails, during the rest of the day we did ship’s chores. In the AM laundry.

**1864, Friday, June 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health, punished with 36 hits with the hand dagger [*a kind of whip?*] in front of the grille: sailor 3rd class F W van der Zee, for repeatedly being late and now 12 hours late from shore leave on board; junior sailor A Visser, for trying to take hard liquor to the ship’s [lower] crew; Sailor 1st class J Wijtkamp, degraded for indefinite time to Sailor 3rd class, plus 2 x 24 hours bent over in chains and straight at night. Repeatedly being late and now 12 hours late on board and drunk from shore leave back on board; [punished] quartermaster J. Oostveen, 24 hours arrest in discipline hut for on purpose bad usage of the hand dagger when punishing Mariner 1st class J B M Hutteman; 1 month blacklist, for not following given orders while on duty as Watch Corporal. Mariners 2nd and 3rd class F H Krammer and H J Vreeken : 1 turn of forced platoon drill for not being present at inspection of cleanliness; mending and sewing work. The Commander went from board to pay several official visits. - -

**1864, Saturday, June 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Clearing up and very hot, made general clean ship, scrubben outside board, arriving on the Quay the Eng. steamer ***Lord Elgin***.

**1864, Sunday, June 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock church, then inspection of ship and Crew, gave shore leave, furthermore held day of rest.

**1864, Monday, June 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises in the battery and guns; hoisted cable scaffolding and granade chests. Celebrated in the usual way the birthday of **HRH Prince Hendrik of the Ned**., gave out extra liqour.

**1864, Tuesday, June 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Exercises with the armed barges, furthermore did ship’s chores. Coming aboard the Commander of the HBM ***Conqueror***, leaving the Quay the Eng. mailboat .

**1864, Wednesday, June 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 5 o’clock all crew armed with guns went ashore for a military walk. In the AM [12:00-16:00] inspection of weapons. Punished with 14 days of Sea list, sailors 2nd and 3rd classJ van Eysden and M A Hulsman, for not paying attention and dropping a barge clamp overboard.

[img80921.jpg]

[img80922.jpg]

**F. 201**

**At the Quay of Yokuhama**

**June 1864**

[img80921.jpg]

**1864, Thursday, June 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held theory in the battery, furthermore did ship’s work. Laundry in the AM [12:00-16:00].

**1864, Friday, June 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, mending and sewing. At 10:30 armed rollcall, held big parade on the occasion of Her Majesty the Queen. Gave extra liqour. For the time being, until further approval by the Marine Commander, appointed as quartermaster : sailor 1st class A van der Waal. Punished with 24 hours bent over in chains on w and br (straight at night) sailor 2nd class L Padtheest for inappropiate language against a junior officer.

**1864, Saturday, June 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Cloudy and fair weather, at night a little rain. Loosened sails for airing and drying, made general clean ship, paintwork of inside and outside board.

**1864, Sunday, June 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Thick with rain, in the evening clearing up somewhat with windy showers. At 9 inspection by the Commander of Ship and Crew, then church. Arriving on the Quay the Eng despatch boat ***Race horse***, and mailboat Nepaul, shore leave, furthermore day of rest.

**1864, Monday, June 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Flew from the top the Eng flag from the highest top, on the occasion of the coronation of the Queen of England. Punished with 24 hours bent over in chains, straight at night, mariner 3rd class J F Aubert for misleading his superiors, and with 1 month blacklist firestoker 1st class P C van Melle and P van Kuyk, for being late from shore leave on board. Threw a coil of rope to one threemaster ship in front of us, hoisted portside anchor and then dropped starboard ancho in 4 fathom of water and 45 fathom of chain. At 12 o’clock fired a salute of 21 shots.

**1864, Tuesday, June 21**[ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 4 hours of forced platoon drill , sailor 3rd class M Kort, for badly keeping watch at the EW [ie 20:00-24:00], so a barge drifted off without anyone noticing. At 9:10 hours all sailors armed with guns did exercise with bayonet fencing on the shore; in the AM [12:00-16:00] we held theory class with all junior officers and botswain helpers (bootsmanleerlingen) about their duties. Exercises with sails, reading the compass, measuring depth.

**1864, Wednesday, June 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Did a military march, in the AM inspection of weapons. Arriving at the Quay the French war steamship ***Semiramis***, with on board the French schout-bij-nacht, as well as 1 Eng. bark, loosened sails for airing and drying. = =

**1864, Thursday, June 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Passing the Quay to Yeddo, 6 Jap. steamships. – Arriving on the Quay the Dutch bark ***Aletta Augusta***; degraded to sailor 1st class, for indefinite time, and transferred to the roll of ***Djambi***: quartermsater S J van der Klift, for far-reaching humiliation by words, used against the duty officer, and for [displaying] massive indifference to his duties. Transferred from the roll of ***Djambi*** to this roll, *quartermaster* A G van Doesburgh; held exercises with the armed barges, and practicing shooting with loose gunpowder and cartridges. Visited on board the Commander of the ***Semiramis*** and the Swiss Consul, the latter given 9 shots and flag from front top mast.

**1864, Friday, June 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Thick and overcast, rain. Leaving the Quay the Eng. […]

[img80922.jpg]

[…] threemaster ship ***Rad-dier***, held inspection of health, the rest of the day mending and sewing.

**1864, Saturday, June 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, scrubbed outside board, loosened sails to air and dry them; topped and braced square.

**1864, Sunday, June 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Church at 8:30 and then inspection by the Commander of Ship and Crew, gave shore leave, leaving the Quay the Eng. steamer ***Elfin***.

**1864, Monday, June 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises with cannon, then with guns, started to fasten the tackle on the side and at the back, and changing the disks whenever necessary (‘*schijven verbuisen*’). In the AM [12:00-16:00] arriving on the Quay the Amer war corvette ***Jamestown*** and 1 Eng bark.

**1864, Tuesday, June 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Flew English flag from the highest mast, at 9 o’clock the Commander went from board to pay visit on board of the propeller steamship ***Met. Kruis*** [metalen kruis], said vessel arrived at 4:30 on the Quay. To the shore for exercise, all crew armed with guns. At 12 fired a salute of 21 shots. In the AM [12:00-16:00] exercise with sables, measuring depth, reading compass, splitting and tying ropes. Leaving the Quay the Eng mailboat, and arriving at the Quay the Eng radar war steamship ***Leopard***, 1 French bark and the Eng steamer ***Lord Elgin***.

**1864, Wednesday, June 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 x 24 hours bent over in chains, and indefinite blacklist, sailor 3rd class J Buning and with 24 hours bent over in chains and 8 days blacklist sailor 2nd class J C van Beeren, both for disrespectfulness against a junior officer. Held general exercises at the battery, followed by checking the tack of the battery. AM weapon inpection, exercise with cross sail.

**1864, Thursday, June 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Debarked for a military walk with the ***Djambi***. In the AM [12:00-16:00] exercises with sails, laundry, painting of barges. Transferred to our roll from the roll of the ***Met. Kruis*** boatswain helpers 1st class P G van den Hoek and D A de Vries, and inland sailors Raboe and Sana. - -

**1864, Friday, July 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. From time to time rain. Held inspection of health, followed by parade in attire, paid out monthly wages, furthermore mending and sewing.

**1864, Saturday, July 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with degradation to sailor 2nd class for indefinite time, and when recovered from [his] bruises, [punished] with 2 x 24 hours bent over in chains, sailor 1st class J F Nielsen, for coming back on board from shore leave 1 ½ day late; made general clean ship, paintwork outside and inside board. Arriving on the Quay the Prussian O S n S ***Steamer*** ….

**1864, Sunday, July 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Read out several approved promotions, gave shore leave, held day of rest. Arriving on the Quay 1 Prussian bark.

**1864, Monday, July 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 7 ½ hours arriving on the Quay H M Steamship ***Amsterdam***, sent down an officer to pay our compliments, exercised at the battery. At 12 fired a salute of 21 shots, in the AM laundry, arriving on the Quay 1 Eng. bark.

[img80923.jpg]

[img80924.jpg]

**F. 202**

**At the Quay of Yokuhama**

**July 1864**

[img80923.jpg]

**1864, Tuesday, July 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Lightly cloudy and fair weather, in the EW [20:00-24:00] rain and lightning in the N. Took ship’s necessities on board, brought by His Majesty’s steamship ***Amsterdam*** (request dating January 1, 1864). Filled cannon, in the AM sheared a new runner (‘*vinreep’*). Celebrated in the usual way the birthday of **HRH Princess Marie**. Gave extra liquor.

**1864, Wednesday, July 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Gave out bedding and clothes (*plunjes*) and during the day worked on checking and stowing of obtained ship’s necessities.

**1864, Thursday, July 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General exercise with guns; then fixing blocks in the battery, shearing new runners (*inscheren van nieuwe loopers*) of the tacks, furthermore ship’s chores, and shearing and fastening of new rope ends and *boomsdirken*. Arriving on the Quay 2 Eng barks.

**1864, Friday, July 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, mending and sewing; came aboard for paying a visit, the Commander of the American warship ***Jamestown***. Arriving on the Quay one English bark.

**1864, Saturday, July 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship and painted ouside and inside board. Arriving on the Quay from Hongkong 1 **Eng** **merchant vessel with Eng troops** (600 men), tugged by one steamboat. In the AM [12:00-16:00] arriving on the Quay the French war steamship ***Dupleix*** from Shanghae with Eur. parcels, dating to up to May 16.

**1864, Sunday, July 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock church , then all present with arms; read out the appointments to knighthood and one honorary mention, set in a day order (‘*dagorder’*) by the rear admiral (‘*Schout by Nacht’*), for attitude (‘*ter zake van gehouden gedrag’*) in **the years 1861 – 1863 in the S and E department of Borneo** (‘*in de Z en O afdeeling van Borneo’*), while holding a large parade. Gave shore leave, gave extra liquor.

**1864, Monday, July 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises with guns, work in battery (details), laundry in the AM [12:00-16:00].

**1864, Tuesday, July 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Working on adding rope to the tackle blocks, and shearing of new runners in the battery. Exercise with sables. -

**1864, Wednesday, July 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Theory class in the battery, then ship’s work, in the AM inspection of weapons.

**1864, Thursday, July 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Airing of the sails, at 4 o’clock debarked the armed crew for infantery exercises, - Temp 82° Fahr of the coal huts.

**1864, Friday, July 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health and clothes, came aboard for paying a visit: the Commander of the French war steamship Dupleix. Temperature of coal huts 82° Fahr.

[img80924.jpg]

**1864, Saturday, July 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. During the day warm, then cooling later, clear. General clean ship, painting and brushing up outside and inside board. Temp. of coal huts 82 ° Fahr.

**1864, Sunday, July 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock held church and then inspection of ship and crew. Junior officers were given shore leave, furthermore day of rest. Arriving on the Quay the English mailboat ***Nepaul*** and English steamer ***Shoe-lien***.

**1864, Monday, July 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 12 turns of forced platoon drill, sailors 3rd class P van Hulst, D Weermeyer and C Ronteltop and Mariners 3rd class H J Vreeken and J F Aubert, for gambling with dice. Held exercise at the battery. Paintwork outside board. Temp Fahr 82°.

**1864, Tuesday, July 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General theory in the battery, furthermore ship’s chores. Punished with 1 turn of forced platoon drill, sailor 1st class A van Ginhoven, sailors 2nd class A A Haverkamp and A Quist and sailors 3rd class W G Koning and A A Haverkamp for not being dressed according to their attire.

**1864, Wednesday, July 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General exercise in the battery. Assisted by taking over coal on board of ***Djambi*** ; temp coal hut 84° Fahr.

**1864, Thursday, July 21**[ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the DM (?) the armed barges were exercising with barge signals. At 12 o’clock of the VM leaving the Quay the English war steamships ***Barossa*** and ***Cormorant***.

**1864, Friday, July 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 turns of forced platoon drill : sailors 3rd class J Buning and D Verniel, for fighting, and [punished] with 1 turn of the same, sailor 2nd and 3rd class F H Pieters and J Klercq, for leaving their weapons here and there, and junior sailor N van Wijk for not being dressed in proper attire. Inspection of health, then mending and sewing, painted barges. Arriving at the Quay HBM Transport ***Hesper***.

**1864, Saturday, July 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship; passing the Quay two Japanese steamships, painted outside board. Leaving the Quay the Eng steamer ***Juellen*** for **Hakodadi**.

**1864, Sunday, July 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock inspection of ship and crew, then church. Held parade in attire, furthermore day of rest. In the AM extra liquor.

**1864, Monday, July 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 33 hits of the club (‘*knuttelslagen*’) junior sailor N van Wijk, for stealing booze from the junior officers, while he was attending them. Exercise with the battery and the guns, and shooting with the Amand Cannon, at 4 o’clock debarked in order to hold infantery exercises. Arriving on the Quay the Dutch bark ***Bernard en Agnes***, from **Nagasaki**, and leaving the quay one English gunboat.

**1864, Tuesday, July 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Hoisted starboard anchor and dropped portside anchor in 4 ¾ fathom of water and 10 fathom of anchor chain. – In the AM exercises with sables, measuring depth, compass reading, exercise with the cross sail. Temperature 83° Fahr.

[img80925.jpg]

**single page, no F number**

**H M Steam corvet Medusa , at the quay of Yokuhama**

**July 1864**

**1864, Wednesday, July 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, Mariner 2nd class J Wolters, for insulting the junior duty officer; Held alarm [drill], performed several exercises. At 10:40 the Commander went from board in order to pay official visits. Leaving the Quay the Eng mailboat ***Nepaul***, in the AM inspection of weapons, arriving on the quay the Eng steamer ***Ta-Kiang*** with troops.

**1864, Thursday, July 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises with sails, at 4 o’clock debarked in order to hold infantery exercises.

**1864, Friday, July 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health, then mending and sewing. Punished with 24 hours arrest in discipline hut, the officer’s cook J de Cler for badly keeping watch while on duty. In the AM inspection of attire.

**1864, Saturday, July 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, paintwork outside board, Temp 83° Fahr.

**1864, Sunday, July 31** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock inspection of ship and crew by the Commander, then church, held day of rest, shore leave for several junior officers, at 4 o’clock extra liquor.

End of page, no folio number, **245** words.

End of first part of Logbook of Medusa.

[img80926.jpg]

**Title page :**

**Continuation of**

**JOURNAL OF**

**HIS MAJESTY’S CORVETTE WITH STEAM POWER MEDUSA,**

**UNDER COMMAND OF JH F DE CASEMBROOT [..]**

**IN THE WATERS OF JAPAN.**

***150***horsepower, in duty since ***1 May 1962***.

Logbook from ***1 August 1864*** until ***11 December 1864***.

[instruction on how to keep this ship’s journal follows].

End of page.

[img80927.jpg]

same as beginning of first logbook, skipping text

[img80928.jpg]

same as beginning of first logbook, skipping text

[img80929.jpg]

[img80930.jpg]

**F. 203**

**At the Quay of Yokuhama**

**August 1864**

**1864, Monday, August 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 3 turns of forced platoon drill, sailor 3rd class D Verniel, for not taking care of his attire; and with 2 x 24 hours bent over in chains, straight at night, and every other day water and bread, the inland firestoker Sarimìn, for fighting with his mess chef. At 9 o’clock inspection of the detachment and Mariners by the 1st lieutenant Sutherland. Cleaned bullets, checked [..] screws, and fitted them again. At 4 o’clock the debankment division went to the shore for infantery exercises. – Leaving the Quay the Dutch bark ***Aletta Augusta***.

**1864, Tuesday, August 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours arrest in the discipline hut, boatswain H Hendriks, for hitting one of the sailors at his own authority; and [punished] with 2 turns of forced platoon drill, junior sailor A Visser, for being unclean during inspection. – Did ship’s chores. In the AM exercises with sables and several of the debarkment troops practiced target shooting and the usage of the visor on different distances. Arriving on the Quay the Dutch bark ***Jan van Brakel***.

**1864, Wednesday, August 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held theory on shooting, did ship’s chores. Theory with the boatswain’s helpers and junior officers on their duties, were paid a visit by several **Satsuma officers**. In the AM inspection of weapons. Arriving on the Quay the mailboat (8 June Europe).

**1864, Thursday, August 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. General theory in the battery, several sailors were taught pointing the rifles, furthermore did ship’s chores. Leaving the quay the ***Chanticler*** and the ***Yedo***. Took over foods. Arriving on the quay 1 English threemaster ship. Temp 82° Fahr.

**1864, Friday, August 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Medical inspection, mending and sewing. Celebrated in the usual way the birthday of H M the Queen of Sweden and Norway. At 4 o’clock extra liquor. Arriving on the Quay the French war steamship ***Tancrède*** and one Japanese propeller ship, flag on front top mast. Temp 83° Fahr.

**1864, Saturday, August 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship, paintwork outside and inside board. Back from Yedo the American war-vessel ***Jamestown***.

**1864, Sunday, August 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8:45 religious practice. Then reading out the ship’s articles and inspection of the Commander of ship and crew. Gave shore leave to several junior officers, held day of rest, at 4 o’clock extra liquor.

**1864, Monday, August 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread, Mariner 3rd class A van der Ven, for cheeky expressions against the Detachment Commander; [punished] with 2 turns of forced platoon drill, boatswain helper T C J Steenhorst and sailor 3rd class […]

[img80930.jpg]

[…] D van der Grond, for leaving about their weapon. Exercises for Commanders and Vice-commanders with the Cannon of Amand; sailors were taught pointing guns, furthermore ship’s chores. Leaving the Quay the Eng. steamer ***Stork***, and arriving on the Quay 1 Eng. bark. – At 4 the debarkment troops went to the shore for batallion school. Temp. 85° Fahr.

**1864, Tuesday, August 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Very warm in the evening, lightning. At 9 o’clock sent 25 sailors for target shooting at a floating board (‘*drijvende schijf*’) on the outer quay. In the AM exercises with sables and exercises with cross-sail. Coming on board for paying a visit the **American Minister**, when His Excellency left the ship we saluted him with 15 shots. The American flag on the front topmast, and being thanked for that by the ***Jamestown***.

**1864, Wednesday, August 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Exercises with the armed barges; in the AM inspection of weapons. Arriving on the Quay the English war steamships ***Barossa*** and ***Cormorant***.

**1864, Thursday, August 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Had 25 crew with handguns in the bark-barge go for target shooting, the mariners had theory class from their corporals, furthermore ship’s chores.

**1864, Friday, August 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, mending and sewing. Several lower officers and crew had shore leave. Leaving the Quay the Eng. steamer ***Cosmopoliet*** for **Nangasaki**.

**1864, Saturday, August 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 x 24 hours bent over in chains, at night straight, on water and bread, sailors 2nd class P J E van den Bergh and F Veenstra, for returning 10 hours late on board from shore leave, with indefinite blacklist 2nd Cooper J Albers, firestoker 2nd class P C van Melle, boatswain helper P G van den Hoek, sailors 3rd class A A Haverkamp and H H Niebrugge for returning on board over their time. Leaving the Quay the English war steam corvette ***Scylla***. Made general clean ship with sand.

**1864, Sunday, August 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:30 held inspection of ship and Crew and then church, gave shore leave and furthermore held day of rest.

**1864, Monday, August 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Flew from the top the French flag at the occasion of the birthday of **His Royal Majesty Napoleon III**; sent the debarkment troops to the shore; at 12 o’clock saluted with 21 shots.

**1864, Tuesday, August 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 ¼ came aboard the station commander for inspection. –

Held exercises with sails, alarm [drill], checked the different fires, then inspection of attire and inspection of the full ship, after giving his high satisfaction, his exellency went from board.

[img80931.jpg]

[img80932.jpg]

**F. 204**

**At the Quay of Yokuhama**

**August 1864**

[img80931.jpg]

[…] with the usual honours, gave out extra liquor at the clock, in the AM [12:00-16:00] did laundry.

**1864, Wednesday, August 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the evening bad weather with heavy showers. Renewed the brookings in the battery, put in place top gallant sails, jib, stag sails and bark sails, changed the topsails, hoisted the propellor to check it, stowed sail-mess for sea, added lines to the ropes in use.

**1864, Thursday, August 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Continued work of renewing the brookings, at 12 o’clock took down top gallant beams. Gave out extra liquor against the wet weather.

**1864, Friday, August 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health, followed by mending and sewing. Arriving on the quay the mailboat. *[in pencil, added:* ] **Today the mail came with the announcement of the promotion of the *overste De Man [surname]* to Marine Captain (Capt t/zee), date 17 July 1864.**

**1864, Saturday, August 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Made general clean ship. Arriving on the quay the English bark ***Dedair*** from Shanghae, and leaving the Quay H B M ***Cormorant***. Punished with 2 turns of forced platoon drill, for not following given orders at the cleanliness inspections, sailors 2nd class F Veenstra and C van Beek, and sailors 3rd class J Visser, P Brinkman, P Goeman, J de Wit and J F Stok.

**1864, Sunday, August 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock prayer, then inspection of Crew, furthermore held day of rest. Coming aboard in order to pay a visit the Commanders of the ***Leopard*** and ***Semiramis***; *[in pencil, added:* ] **Marine Captain de Man hoisted the wide pennant.**

**1864, Monday, August 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread; sailor 3rd class J Buning, for disrespectfulness against the lower duty officer. Held theory [class] in the battery, and commanders and vice-commanders practiced with cannon of Amand and several of the debankment division practiced in pointing to the target board. Temperature 84° F.

**1864, Tuesday, August 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread sailor 3rd class J de Wit, for willful neglicence of his gun; cleaned the chains, took de mats and the gear, took down lay side *jager* sail and storm jib, Temp 83° Fahr.

**1864, Wednesday, August 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread: sailors 3rd class J Visser, J Moralis, H H Niebrugge and D Verniel, all for walking away from the barge. Boatswain’s helper D A de Vries [punished] with 3 months of blacklist for dereliction of duty as lower officer in the barge. – Held exercises with armed barges, in the AM inspection of weapons, furthermore ship’s chores.

**1864, Thursday, August 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Commanders and vice commanders shooting with the cannon of Amand, sailors 2nd and 3rd class theory on shooting with guns, the rest in the battery. – Leaving the Quay one English bark. Temp. 83 ° Fahr.

[img80932.jpg]

**1864, Friday, August 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Inspection of health, then parade in attire. In the EW [20:00-24:00] took in 20 tonnes of coal, stowed it in the battery. Gave out extra liquor.

**1864, Saturday, August 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread, sailor 3rd class G den Dunnen for bringing hard liquor on board. Put in place smoke covers, hoisted barges, fitted steering bar, and made everything ready to go out so sea.

**1864, Sunday, August 28** [0:00-10:00 hrs]

[wind and weather in excel-sheet]. When the ***Dupleix*** and ***Tancrède*** were leaving, we hoisted the flag. At 8’ 5’ we started to fire steam, at 8:55 we had steam; at 9 ¾ we hoisted the anchor, started, and slowly increased to more, steamed at the directions of the Commander from the Quay and steamed according to signals and in the keel-way (‘*kielwater*’) of the ***Djambi***.

Started seawatch.

[img80933.jpg]

[img80934.jpg]

**F. 205**

**From Yokuhama to the Japanese Inner Sea**

August 1864

[img80934.jpg]

**1864, Sunday, August 28**

VM [10:00-12:00] Steered in the keel-water of H M’s propeller steamship ***Djambi*** at full speed. Punished with degradation for indefinite time to sailor 3rd class and 24 hours bent over in chains, straight at night, on water and bread: officer’s cook J de Cler, for enticing sailor 3rd class G den Dunnen to smuggle hard liquor on board, and drinking from it into a stupor, which made him unfit for duty. Past watch had the Perry Isl. at S by W.

[img80933.jpg]

Observation at midday:

Kamisaki SSE ¼ E

Perry Isl. S by W

Woster Isl. W by S

Treaty point N by W ¼ W

[img80934.jpg]

**1864, Sunday, August 28**

AM [12:00-16:00] Steamed behind the ***Djambi***, using a lot of sail and steam, as much as was needed to stay on our post up to 2 o’clock, then sign 611 was given, after that we set course to SW, passed ships ***Kami Saki***, ***Kama Kura***, ***Misaki*** and ***Sagami*** on starboard. The last one was to our N at 2 ½ hours, from that time we started to measure our observations (‘*bestek begonnen te rekenen*’).

**1864, Sunday, August 28**

PV [16:00-20:00] At 4 o’clock steered SW ½ W, set sail to the wind, stowed [sails] around 5 o’clock. At 6 o’clock observed the SE island(s) of **Oho Sima** at S by E ½ E, the NW island(s) at S by W. Land of **Idsu** at SW ¾ W. Steered SW by S. At sundown observed **Oho Sima** SE island(s) at S by E ¼ E, W island(s) at S ¾ W, land of **Idsu** at SW by W. **Tasima** NW by W ½ W, shortly thereafter lost sight of the ships. Saw several Japanese vessels. This past watch the SE island(s) of **Oho Sima** at SW ¾ E, the W island(s) of **Oho Sima** at S by E ½ E, land of Nipon at W.

**1864, Sunday, August 28**

EW [20:00-24:00] Braced and adjusted longship sails whenever necessary, passed an upcoming threemaster and scooner brig. This past watch observed **Tosima** at E ¾ S and steered SW.

**1864, Monday, August 29**

HW [0:00-4:00] At 12 o’clock steered SW, slowly lost sight of **Fok-Sima** and the high land of **Simoda**.

**1864, Monday, August 29**

DW [4:00-8:00] At sunrise from the top didn’t see a thing, at 5:30 SW by W, at 7 o’clock WSW, put the longship sails into place.

**1864, Monday, August 29**

VM [8:00-12:00] This past watch had a steamship in sight going in the same direction.

**1864, Monday, August 29**

AM [12:00-16:00] After steering W by S this watch, we saw another two steamships in front, we hoisted the flag, and recognized the [ship] seen in the VM as being His Majesty’s Steamship ***Amsterdam***.

**1864, Monday, August 29**

PV [16:00-20:00] At sundown saw land at W ¾ N – NW ¾ N, the ***Amsterdam*** was at 1 mile distance in the SSE, lost sight of the smoke of the other ships in front. Steered at 6:30 to WSW, took down *jager* sail and put it away.

[img80935.jpg]

[img80936.jpg]

**F. 206**

**From Yokuhama to the Japanese Inner Sea**

August 1864

**1864, Monday, August 29**

EW [20:00-24:00] Put in place the longship-sails whenever necessary.

**1864, Tuesday, August 30**

HW [0:00-4:00] Had sight of the ships for a while, and thought we saw shore on starboard.

**1864, Tuesday, August 30**

DW [4:00-8:00] At daybreak saw land in the N., the ***Dupleix*** and ***Tancrède*** in the S by E, the ***Djambi*** and ***Met.Kruis*** in the W. At sunrise the ***Amsterdam*** still in the E. Put in place *jager* sail and jib, at 6 ¾ saw **Oo-Sima** in the NW by W, at 8 o’clock observed **Oo-Sima** at NW ½ W, the shore of NW ¾ W, high mountain NW by N, land in the East N ¾ W.

**1864, Tuesday, August 30**

VM [8:00-12:00] Punished with 39 hits of the hand dagger in front of the grille, sailor 3rd class H C Geerkens, for extreme inappropriate language against the skipper. Hoisted top gallant beams, adjusted top gallant sails, put off steam. At 10:10 we stopped, held theory [class] in the battery, [exercise of] pointing guns and the using of visors. Put down the chimney and put mainsail into place at 10:35. This past watch we had sight of 5 ships.

**1864, Tuesday, August 30**

AM [12:00-16:00] Saw 4 steamships and 2 sailing ships in positions at starboard and portside. Exercise with sables.

**1864, Tuesday, August 30**

PV [16:00-20:00] At 6 o’clock put up chimney, fastened square sails, made steam and at 7 o’clock slowly increased up to 45 turns, loaded battery with kl. (small?) load and bullets. At sundown at NW by W: both ***Dupleix*** and ***Tancrède***, as well as one steamship running close to the shore, and **Oo-Sima**. Steered W by S.

[left margin]

Time meter E Lon at 4: 136° 27’

Estimated E Lon 135° 55’

-----------

makes 32’ E

**1864, Tuesday, August 30**

EW [20:00-24:00] Nothing of importance happened.

**1864, Wednesday, August 31**

HW [0:00-4:00] From time to time saw lighting behind us.

**1864, Wednesday, August 31**

DW [4:00-8:00] At sunrise saw ***Semiramis*** and ***Euryalies*** in the SE, ***Argus*** in the E, land from the NW ½ W (**Oo-Sima**) up to N by W. At 5:30 increased fires and made full speed ahead, saw from the top the smoke of a steamship in the WNW. Saw an oncoming steamship near the shore, at 8 o’clock observed **OoSima** at NW by N w/s N, steered at 5:30 WSW, braced around, put in place the stag sails, stowed main barksail beam.

**1864, Wednesday, August 31**

VM [8:00-12:00] Moved the two granade cannon from portside to starboard, and 2 long cannon to portside. Did ship’s chores. At 9 o’clock steered SW by W. This past watch observed in the S visible **land** at N ¾ W and had 4 ships around us.

[img80937.jpg]

[img80938.jpg]

**F. 207**

**From Yokuhama to the Japanese Inner Sea**

August and September 1864

**1864, Wednesday, August 31**

AM [12:00-16:00] At 12 set course to W ½ S, at 2 o’clock braced; held inspection of weapons. Hoisted the flag in the past watch, following the ships around us ***Euryalus*** and ***Semiramis***. – Distilled sweet water.

**1864, Wednesday, August 31**

PV [16:00-20:00] At 5:30 loaded the long pieces *[=cannon]* with bullets; from the top had sight of the ships mentioned above, **land** in the N by E, put longship sails into place, steered W by S at 6:30.

**1864, Wednesday, August 31**

EW [20:00-24:00] Nothing of importance happened.

**1864, Thursday, September 1**

HW [0:00-4:00] At 2 o’clock due to still [windstrength] we stowed the longship sails.

**1864, Thursday, September 1**

DW [4:00-8:00] At daybreak saw the ***Argus*** in the East at ¾ miles distance, the smoke from the steamships in the SW and NW by N, the SE island(s) of **Sikok** at North. At 6:30 observed West land at NNW ½ W, W island(s) clearly sight of land at North, Eastcorner N 7/8 E, fastened the stag sails, at 8 o’clock observed W land at NNW, E island(s) SE Pk (*tip?*) **Sikok** at N ¼ E, W island(s) N by E; at 7 o’clock set course to WSW.

**1864, Thursday, September 1**

VM [8:00-12:00] Adjusted stagsails, had the debarkment troops practice in pointing to target, furthermore ship’s work and battery exercises. At 10 caught sight of the Island of **Sikok** in the NW by W, at 11:30 the wind gradually started to come, hoisted top gallant beams and put in place the square sails. Past watch observed the island of **Sikok** at NW ¾ W.

**1864, Thursday, September 1**

AM [12:00-16:00] At 12 steered WNW, braced square, put in place the front lay sails on portside, [..] lowered compasses to 0. Consequently had sight of more tips of land, at around 3 saw an island straight ahead. Saw one sailship in front portside, and the ***Argus*** towing a gunboat on rope at starboard, with whom we signalled.

**1864, Thursday, September 1**

PV [16:00-20:00] Steered by observation in order to pass the island . . . *[left blank in text]* on Starboard, loaded the battery for shooting (‘*laadden de batterij met scherp’*) , the granade cannon with loose cartidges, stowed the sails, saw the steam of a steamer in the E, passed many Japanese vessels. At 8 o’clock observed Islands at WNW, the E island closest to land NNE ¾ E.

**1864, Thursday, September 1**

EW [20:00-24:00] Steered at 10 to W. Past watch observed **Okino Sima** at NW ¼ W. Lost sight of the ***Argus***.

**1864, Friday, September 2**

HW [0:00-4:00] Steered at 1 o’clock when **Okino-Sima** was to our N, successively W by N, etc to NW by N, then kept to that course at 1 3.4, the two islands / **Okino Sima** and the one outside of it, at 2:30 on E. This past watch saw the shore at portside at NW by N.

[img80939.jpg]

[img80940.jpg]

**F. 208**

**From Yokuhama to the Japanese Inner Sea**

**September 1864**

**1864, Friday, September 2**

DW [4:00-8:00] At 4 we steered N by W ½ W, put in place square sails, however had to take them down again at 6 due to wind from all directions. At sunrise from the top sight of 3 ships in front, and the smoke of 2 ships behind. At 8 o’clock the Island in the middle of the Strait at NW ½ W, Island **Sikoks** at North, island **Kioesioe** at WNW ½ E, most far away land of **Kioesioe** at S ½ E.

Passed at 6 o’clock a rock which was measured thereafter, it had a distance from **Sikoks** S 58° E, and the isl north of **Okuno Sima** S 43° E and the SE island(s) of **Okino Sima** at S 41° E (variation).

[right hand margin ‘*observations by the commanding officer’*, crossed out:]

~~This rock is more than 100 fathom above water and due to its black appearance very easy to recognize~~

**1864, Friday, September 2**

VM [8:00-12:00] Punished with 24 hours bent over in chains, straight at night, on water and bread, sailor 2nd class J A W Papenhoven, for extreme neglicence at the stowing of the portside lower lay sail; held inspection of attire. This past watch saw the E island(s) of **Kinsin** at NW by W, E island(s) Island by **Kinsin** NW by N, W island(s) **Sikoks** SSE. At 8:30 had sight of the island at **KinSin** on West and at 9 o’clock **Misaki** on East.

**1864, Friday, September 2**

AM [12:00-16:00] Steered at 1 o’clock N by W, at 3 o’clock when the weather was clearing a little, NNW, up to seeing in the WSW **Hime Sima**, where we saw several ships who dropped anchor there. We steered to that direction and dropped anchor there on the quay at 4 o’clock in Temple bay at 25 fathom of starboard anchor in 7 fathom of water.

Earlier observation NW island Temple bay SW by W 7/8 W

SE island NE by E 3/8 E

Small peak of the island ESE ½ E

Stopped the engines, emptied the kettles, then stopped the fires; found anchoring [there] the English vessel ***Euryalus***, the steamship ***Perseus***, Dutch corvettes ***Met.Kruis*** and ***Djambi***, and Americ. steamer ***Ta-king***. At PV [ie 16:00-20:00] dropping anchor His Majesty’s Steamship ***Amsterdam***, the French warships ***Semiramis***, ***Dupleix*** and ***Tancrède***, English ***Argus*** and ***Bouncer***. At EW [ie 20:00-24:00] dropping anchor the English liner ***Conqueror*** and steamship ***Leopard***.

[img80939.jpg]

**1864, Saturday, September 3** [all day 0:00-24:00]

Flaauw faint Westerly wind, clear, fair weather. At 5 o’clock Overall drill, dropping anchor ***HBM Tartare*** and ***Barossa***, made general clean ship. Temperature 90 Fahr; prepared the fires to be lit, at 1:30 swayed around the W.

[img80940.jpg]

**1864, Sunday, September 4**

HW and DW [0:00-8:00] Put in place smoke covers, hauled the top gallant tops, hoisted top gallant beams, and made all preparations for steaming.

**1864, Sunday, September 4**

VM [8:00-12:00] At 8 o’clock at parade we hoisted the flags in the top at the occasion of the birthay of H R H the Prince of Orange; the Eng and French squadron also flew the Dutch flag from the main top, accompanied by the Dutch national anthem. We thanked for this by taking down the flag 3 times. Took down the topflags, had steam at 9 o’clock, hoisted the starboard anchor and steered in the keel water of the ***Djambi***, making up three columns with the two other squadrons, of which the heads were 2 cable lengths [in distance] across. At 10:30 made the crew appear on the prow [front deck], where the Commander held a fitting speech at the occasion of the day, cheered three times *Long Live the King*. Extra liquor.

[img80941.jpg]

[img80942.jpg]

**F. 209**

**In the Strait of Simonoseki**

**September 1864**

**1864, Sunday, September 4**

AM [12:00-16:00] Continued steering in the keel water of the ***Djambi*** until 3:45, then we arrived in front of the **Strait of Simonoseki**, we stopped at a bank there, steaming on half speed, took our position behind the ***Djambi*** and dropped anchor at anchor measurement:

Island **Isaki** at South;

Battery at Entrance to **Strait** W ½ N,

One island at N by E, in 7 ¼ fathom [of water] at 15 fathom [of chain] of starboard

anchor, stopped the engines, and kept fires on hold. At 1 o’clock finished loading the battery with ammunition, middle lading and cannonballs, took out the granade cannons. Saw and explored behind us one English steamship in front of the ***Coquette***, which steamed along in the line further down; at dropping anchor we saw the battery on the shore of Nagato at the entrance to the strait was manned.

**1864, Sunday, September 4**

PV [16:00-20:00] Kept fires on hold. Took out the davids from the main mast, put them away under the windows. Lowered bark-barge, took 2 long ropes to *pardoens en stagen* (?), gave out extra liquor.

**1864, Sunday, September 4**

EW [20:00-24:00] Nothing of importance happened.

**1864, Monday, September 5**

HW [0:00-4:00] At 1:30 Overal, started with the 2nd and 3rd chain on starboard, fastened them as a rod horizontally behind Piece no°4 outside board, and hung out sunscreen poles for armour, at the same time as 100 ballast boats. As well, we took out cannonballs from behind the kettles, stowing them in the heel against the sides between the front cannons. Brought empty granades to several storage places in the back, in order to stow the filled 20 [illegible, pounders?] in the lower sheds. Again took the 2 previously moved granade-cannon to portside, instead of the 30-pound cannon in the back – prepared everything for action, putting in place battle bindings (‘*slagverband optuigende*’) etcetera.

**1864, Monday, September 5**

DW [4:00-8:00] Continued armouring up, at the end of the work gave out extra liquor. – took down top gallant beams, shortened the top gallant poles, put them on deck, prepared everything for the battle. Gave the officer’s barge and bark-barge to the ***Amsterdam*** to take care of.

**1864, Monday, September 5**

VM [8:00-12:00] Made alarm at the battery and moved a 30 pound long-cannon from starboard to the front at portside, put fires on hold, gave out extra liquor.

**1864, Monday, September 5**

AM [12:00-15:00] At 2 o’clock the tide came through from around the W., we turned up and down. At 1:30 we started to make bigger fires, and at 2:30, after hoisting the anchor and putting it into place, we made full speed, and made alarm.

Back to [img80941.jpg]

**Continuation of A.M. [ie 1864, Monday, September 5]**

Signing at 3 o’clock, His Majesty’s Corvette with steaming power ***Medusa***, with the sign “*hoist anchor and make steam*‘’, as being determined by the English Admiral. Put ourselves in line as follows:

1°. The English steam corvette ***Perseus*** under command of the Commander Kingston

2°. HM war steam corvette ***Medusa***

3°. The French war steamship ***Tancrède***

4°. The English war steamship ***Coquette***

5°. The English steam cannon boat ***Bouncer***

These ships were meant to take the Northern forts east of the entrance to the **Strait of Simonoseki**, […]

[img80942.jpg]

**AM, continued**

[…] and helping out the main line of *attaque* (attack), consisting of the following heavy warships with their side fire.

Main line of attack:

1°. The English steam corvette ***Tartare***

2°. The French steam corvette ***Dupleix***

3°. The Dutch war steamship ***Het Metalen Kruis***

4°. The English steam corvette ***Barrosa***

5°. The Dutch war steamship ***Djambi***

6°. The English steam frigate ***Leopard***

[img80943.jpg]

**F. 210**

**In the Strait of Simonoseki**

**1864, Monday, September 5**

Continued the AM [ie 12:00-16:00] of the 5th [September]

[….] and as a backup reserve of the fleet, followed by the English Admiral vessel ***Euryalus***, admiral ***Kuper***, the French Admiral vessel ***Semiramis***, Comtre Amiral ***Jaurez***, as well as the English liner ship ***Conqueror***, with on board the batallion Mariners for debarkment.

We steamed at the directions of the Commander , followed Perseus, slowly going ahead, now and then stopping for two of the Northern forts, however not firing any shots.

At 4 o’clock the English admiral gave the signal to opening fire. We then at the 3rd Northerly battery (the side of Nagato) were given some shots, which were silenced quickly by the well-aimed fire (‘*welgericht vuur’*) of the ***Medusa***, ***Tancrède***, ***Coquette*** and ***Bouncer***.

We steamed forward and were faced with a heavy battery of 16 cannon. – *smaller script*: which were silenced by the ships of both esquadrons. We attacked that battery in the side with the ***Perseus***, and were lucky the granade shots fired by the ***Medusa*** caused the barracks behind the battery to catch fire, causing them [ie the battery] to stop firing.

We were given three times *hurray* from the French warship ***Tancrède*** passing us, which we returned likewise.

The ***Perseus*** steamed on, followed by the ***Medusa***, and it opened fire at 5 ½ cable lengths on a battery situated further down, which shortly thereafter was silenced by the Main line (‘*hoofdlinie’*).

We were again facing the battery with 16 pieces of cannon, then the ***Perseus*** gave out a signal which wasn’t picked up by us, however by seeing their armed barges were being sent from board, we understood the plan to be to disembark, in order to nail up (‘*vernagelen*’) the cannon which were still in good working order. We lowered two barges with mariners and sailors, under command of the Marine Lieutenant 1st class J J de Hart, Marine Lieutenant 2nd class A J Thurken and P. Wittrop Koning and junior officers J C A Wissel and H de Jongh. Due to the arrival of the enemy only 12 pieces were nailed up, then the landing division again embarked. Again we continued several moments throwing projectiles and kept up a strong gunfire at around 50 *el* (dutch measurement) and at 7 we fired the last shot at the battery more far away, after which due to nightfall we returned to our designated position and dropped anchor.

The Commander gave a speech to the Crew using heartwarming words, ~~that good Spirit~~ and let us know his far-reaching feeling of gratitude that the good Spirit which lingered on board of the ***Medusa*** all this time in these days made itself known again, followed by three times ‘Long Live the King”, and an Extra rationing of *Genever* on the clock was given out.

The Officer of Administration 2nd class

(w.g. *‘was getekend*’, signed) Waldeck.

[img80944.jpg]

**1864, Monday, September 5**

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

**1864, Tuesday, September 6**

HW [0:00-4:00] At 2:30 we swayed from E through S to W, and at 3:30 from W through N to E; - saw movements the whole night through the lights on the shore of **Nagato** and **Kiu Siu**.

**1864, Tuesday, September 6**

DW [4:00-5:00] At 4:30 overal drill, at 5:10 the first shot coming from one of the batteries, which was returned by one of the frontline. Pulled up the anchor in order to distance ourselves from the front line. […]

[img80945.jpg]

[img80946.jpg]

**F. 211**

**In the Strait of Simonoseki**

[img80945.jpg]

**[…]**

**1864, Tuesday, September 6, continued DW**

DW [5:00-8:00] At 5:10 one of the beach batteries opened fire on the mainline, which was silenced quickly;

We hoisted anchor and steamed together with Perseus to our designated position ; at 6 o’clock the Commander made signals with the usual signals on board of the Admiral Vessel. On his return we made preparations to debark. The ships stopped firing for a little while, at 8 o’clock had men go into the *barkas* barge and two other barges, which made up the landing division under command of Marine Lieutenant 1st class J J de Hart, Marine Lieutenants 2nd class A J Thurkow and P Wittop Koning, junior officers E J Hoos and J C A Wissel, and added Officer of Health 3rd class Dr H de Brieder, which on the shore subjected to the command of Marine Lieutenant 1st class Binkes. - -

Our barges were towed by the English steamer ***Coquette***, the French ones by the ***Tancrède*** and the English ones by ***Perseus*** and ***Argus***. - - At 8:45 we hoisted the stopping anchor and steamed following the shore, in order to cover the landing. At the crossing of the enemy shore ***Medusa*** hit a 2,5 *fathom* reef, hitting it two times quite badly, but thereafter in the swift current steaming at full speed, it managed to get off it again. At 9 o’clock the ships lowered the barges, stopped, and fired at the shore on the starboard side. At 9:30 the troops started to move, arrived at the various batteries, destroyed everything, and managed to arrive at the outskirts (‘*voorstad*’) of Simonoseki, where the Dutch flag was flying very soon. The troops again returned to their starting position, whereafter our landing division, without any loss of men, again came back on board. - - The *barkas* barge, due to the snapping of its dragging rope, was floating towards the Simonoseki side by a strong current (inside the barge was one of the crew of the ***Amsterdam***) and came into enemy hands. - -

The whole day we fired at the surrounding mountains and ravines, from which guns and mortars were fired at us. Saw several gunpowder magazines being blown up, and heavy fires in the surrounding villages everywhere. – At eleven o’clock the English steam-corvette ***Perseus*** hit bottom close to the shore, did everything necessary to get it back off, however due to the quick falling of the water, this was impossible. -- By request of the Commander of the ***Argus*** we sent down a group of 20 crew for assistance to ***Perseus***; -- Due to the strong current and the falling of the night it was impossible for the ***Medusa*** to stay longer at the ***Perseus***, also because the Commander of His Majesty’s Steamship ***Amsterdam*** vowed to assist ***Perseus*** in any way they could.

We hoisted the throw and steamed to the other side of the river, where again at 6 o’clock we dropped anchor; at 6:30 again hoisted the anchor, steamed down the Strait somewhat, and dropped anchor near the lineship ***Conqueror*** and Admiral ship ***Euryalus***.

The Officer of Administration 2nd class

(w.g. *‘was getekend*’, signed) Waldeck.

**Amount of shots fired**

65 cardigans (*kardoezen*) average load

77 ,, small load, 30 pounds, large load 20 dm

19 ,, small load 20 dm

2 ,, mortar (cardigan of 7 lead)

- - -

163

**5 September**

24 gr 20 dm

0 gr 16 dm

98 bullets 30 pounds

0 gr 12 dm

- -

122 shots

**6 September**

12 gr 20 dm

15 gr 16 dm

12 bullets 30 pounds

2 gr 12 dm

- -

41 shots

**total of 163 shots**

[img80946.jpg] has no text and is empty

[img80947.jpg]

[img80948.jpg]

**F. 212**

**In the Strait of Simonoseki**

**1864, Tuesday, September 6**

PV [16:00-20:00] Held seawatch.

**1864, Tuesday, September 6**

EW [20:00-24:00] Nothing of importance happened.

**1864, Wednesday, September 7**

HW [0:00-4:00] Swayed at 3 o’clock, furthermore nothing of importance happened.

**1864, Wednesday, September 7**

DW [4:00-8:00] Nothing of importance happened.

**1864, Wednesday, September 7**

VM [8:00-12:00] At 9 o’clock sent the officer’s barge with 10 armed crew to the shore under command of Lieutenant 2nd class A J Thurkow to fetch one piece [of cannon], -- at 11 o’clock returned on board with a bronze 12 pounder. Started to take in coals.

**1864, Wednesday, September 7**

AM [12:00-16:00] Observed the ships ***Tancrède*** fired every half hour one shot at the city, - - from the ***Coquette*** from time to time an arrow fired at the shore, and at 3 o’clock ***Semiramis*** started to fire at the city incessantly, and the main esquadron making steam continuously. - - Saw at the fort, in front of which the ***Perseus*** was sitting on the beach, the French sailors busily continuing making fires, disassembling and destroying. Cleaned the weapons, prepared everything for the battle. - - loaded the cannon with average load bullets, and large loads for the granades.

**1864, Wednesday, September 7**

PV [16:00-20:00] At 5:30 his ZM steamship ***Djambi*** steamed upwards in the Strait, followed by ***Tartare***, ***Dupleix*** and ***Metalen Kruis***; ***Euryalus*** steamed further upwards in order to drop anchor near the ***Semiramis***; gave out extra liquor.

**1864, Wednesday, September 7**

EW [20:00-24:00] At 10 o’clock finished taking in 53 tonnes of coal.

**1864, Thursday, September 8**

HW [0:00-4:00] At 2 o’clock saw a steamship steaming from one of the suspected forts towards the front of **Tanoura.**

**1864, Thursday, September 8**

DW [4:00-8:00] the Commander went from board to the English Admiral, -- saw English and French debark at the demolished batteries. – Heard cannonfire in the West. At daybreak saw ***Perseus*** again dropped anchor near us.

**1864, Thursday, September 8**

VM [8:00-12:00] At 4 o’clock hoisted the truce flag (‘*wapenstilstandvlag’*). –

From 12 to 2, around the corner of **Tanoura** heard continuous bombardment with heavy artillery. Saw the Eng and French sailors and mariners busy continuing destroying and burning on the shore, and dragging heavy artillery inside the barges.

**1864, Thursday, September 8**

AM [12:00-16:00] See VM. Changed three axes of cannon (*rolpaarden*).

**1864, Thursday, September 8**

PV [16:00-20:00] Braced the gear at the wind; put in place bark sails and stag sails.

**1864, Thursday, September 8**

EW [20:00-24:00] Nothing of importance happened.

[img80949.jpg]

[img80950.jpg]

**F. 213**

**In the Strait of Simonoseki**

**1864, Friday, September 9**

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

**1864, Friday, September 9**

DW [4:00-8:00] Captain Kingston from the ***Perseus*** visited aboard; made steam at 7:45, prepared everything for hoisting anchor. Made debarkment.

**1864, Friday, September 9**

VM [8:00-12:00] Loaded cannon. At 9 o’clock hoisted starboard anchor and steamed to the Easterly batteries, dropped anchor there, debarked the debarkment division under command of Marine Lieutenant 1st class J J de Hart, Marine Lieutenant 2nd class A J Thurkow, and P Wittop Konin and the junior officers J C M Wissel , Rosenthal and de Jongh.

Anchor observation: Kisso saki N by E w/s E; J Saki SE ¼ E

**1864, Friday, September 9**

AM [12:00-16:00] At 12 o’clock the barges returned on board, took from there a small bronze cannon. –

In the AM the debarkment division again went ashore between the most Easterly batteries which were devastated on Monday and Tuesday, to search through the mountains and bring back (‘*in te schepen’*) the ammunition gear found there. – HBM ***Coquette*** dropped anchor at 2 o’clock near us, with the Eng and French Admirals on board.

**1864, Friday, September 9**

PV [16:00-20:00] At 5 o’clock steamed towards the **Quay of Tanora**, arrived there at 5 ¾ , dropped anchor in 7,5 fathom and 30 fathom of starboard anchor chain, gave out extra liquor.

**Anchor observation:**

Moosi saki - S 88°W

Kusi saki - N 34°E

Island Kark;; - N 43°E

Marze - N 55°E

**1864, Friday, September 9**

EW [20:00-24:00] Nothing of importance happened.

**1864, Saturday, September 10**

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

**1864, Saturday, September 10**

DW [4:00-8:00] Pulled the armor chains inside board

**1864, Saturday, September 10**

VM [8:00-12:00] Hoisted the propeller and found some pieces broken off of the surface. Made general clean ship.

**1864, Friday, September 10**

AM [12:00-16:00] Lowered barkas barge, polished weapons. Passed at the Strait past **Moosi – saki**, the American steamer ***Ta Kiang***.

**1864, Saturday, September 10**

PV [16:00-20:00] Gave the bullets and again stowed them underneath the kettles.

**1864, Saturday, September 10**

EW [20:00-24:00] Nothing of importance happened.

**1864, Sunday, September 11**

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

**1864, Sunday, September 11**

DW [4:00-8:00] Put top gallant sail poles into place; lit the fires, had steam at 6:15, hoisted the anchor and increased up to 30 turns. Put anchor into place, steamed towards the **Quay of Simonoseki** and dropped anchor there at 7 o’clock in 6 fathom of water and 28 fathom of starboard anchor chain, were followed by the ***Amsterdam***. Our Commander went from board to the station commander.

**Anchor observation:**

Moosi-saki N 34°E

SE island(s) Hihu Sima S 43°W

N island(s) same S 65°W

Beacon NE island city North

Island of Koei Liu S 33°W

Beacon of Kokura S 36°W

**1864, Sunday, September 11**

VM [8:00-12:00] Emptied the kettles and put out the fires.- -

[img80951.jpg]

[img80952.jpg]

**F. 214**

**At the Quay of Simonoseki**

**1864, Monday, September 12** *[sic]*

AM [12:00-16:00] Stowed away the granades, put in place upper windows; leaving the quay for **Yokuhama** HBM S ***Perseus***.

**1864, Sunday, September 11**

DW [4:00-8:00] Polished battery and weapons.

**1864, Sunday, September 11**

VM [8:00-12:00] Punished with 24 hours bent over in chains, at night straight, water and bread, sailor 1st class K de Rijke, for being rude against duty officer. At 9”15 held church, then inspection of ship and crew. Held day of rest.

**1864, Sunday, September 11**

AM [12:00-16:00] Arriving on the Quay the Eng. Dispatch boat ***Cormorant***.

**1864, Sunday, September 11**

PV [16:00-20:00] Nothing of importance happened.

**1864, Sunday, September 11**

EW [20:00-24:00] Nothing of importance happened.

**1864, Monday, September 12**

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

[img80951.jpg]

**1864, Tuesday, September 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 4 hours of forced platoon drill Mariner 2nd class J Bos, for being disrespectful with eased circumstances. Prepared everything for the quay. Been aboard the Station Commander and the Commander of the ***Djambi***, arriving on the Quay from **Tanoura** HBMS ***Conqueror***, and from the Quay to **Hime Sima** the HBM ***Cormorant***.

**1864, Wednesday, September 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 x 24 hours arrest in discipline hut Quartermaster A Rutten, for harrasment of a junior officer, and 12 hours of the same bottler J Kapteijn, for using swear words. Fencing with bayonets. Took in 4000 jugs of drinking water. Arriving on the Quay the Eng. displatch boat ***Osprey***.

**1864, Thursday, September 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took in 3000 jugs of drinking water. From the Quay in the morning the French warship ***Dupleix***, which again returned in the evening with a coal ship. Arriving on the Quay the Eng dispatch boat ***Cormorant***; at 4 o’clock lowered the flag halfway at the burial of one of the men (‘*schepeling’*) of the propeller steamship ***Metalen Kruis***.

**1864, Friday, September 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the AM much rain, at the evening again clearing up. Gave out clothes. Arriving on the Quay from around the East an English barge with coal; in the VM back at the Quay the ***Osprey***.

**1864, Saturday, September 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Saw the ships ***Semiramis, Metalen Kruis, Amsterdam*** and ***Djambi*** all scraping their anchors and making steam. At 6 o’clock the ***Djambi*** being unable to disattach from the ***Semiramis***, we sent down a barge for assistance, made general clean ship […]

[img80952.jpg]

**Continued September 17**

[…] At 4 o’clock one Commission, consisting of Dutch, French and English officers [was set up] in order to determine weight and capacity of the Japanese cannon piece, whereby the lightweight piece was relinquished by the Commission to HRH steam corvette ***Medusa***.

**1864, Sunday, September 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 hours forced painting chores Mariner 1st class J van der Wint, for causing disorderlyness during on watch duty under the half deck; and [punished] with 1 hour of forced painting chores Mariners 2nd class J G Eygendaal and J T Aubert, for trying to evade of one of the health rules. [Punished] with indefinite blacklisting quartermaster A Rutten for being too late on the barge from the shore, and stowing away of foodstuffs (*etenswaren*) inside the sack of the suntent.

At 9 o’clock had religious practice, then inspection by the Commander of ship and Crew; read out the punishments against crew members at the Esquadron in OJ during the First half of the year 1864. Held day of rest. AM prepared everything for going to sea. At 11 o’clock the Commander went with the Commission to the English admiral. Leaving the Quay the American steamer ***Ta Kiang***.

**1864, Monday, September 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Continued with preparations for going to sea. Leaving the Quay ***HBMS Conqueror*** and ***Osprey***. Temperature 80°Fahr.

**1864, Tuesday, September 20** [0:00-8:00 hrs]

[wind and weather in excel-sheet]. At 6:30 started signalling, which wasn’t being picked up, however at 6:45 were given a sign from the Station Commander to make steam, therefore lit the fires and prepared everyting to hoist anchor. Came aboard the duty officer of ***Het Metalen Kruis***.

[img80953.jpg]

[img80954.jpg]

**F. 215**

**From Simonoseki to Yokuhama**

**1864, Tuesday, September 20**

VM [8:00-12:00] At 8:30 pulled up starboard anchor, put it in place, then steered by directions of the Commander out of the **Strait** through the **Kiu Siu shore**. Determined seawatch. Steered consequently from SE to SE by E ¾ E and in that way to **Hime Sima**. Were accompanied by ***Euryalus***, ***Tartare***, ***Leopard***, ***Argus*** and ***Bouncer***, ***Metalen Kruis*** and ***Amsterdam***. - - Past watch observed **Isaki** at NW by W ½ W.

[left hand of Folio] Midday observation 20 September

Moto Yama NW ½ N

Wakama-saki SE by E ¾ E

Hime Sima SE by E ¾ E

Isaki NW by W ½ W

**1864, Tuesday, September 20**

AM [12:00-16:00] Kept it behind the ships, however we lagged too much behind and therefore made steam. At 3:20 had the small peak of **Hime Sima** at S and the island(s) **Wahamasaki** at E. Then lost sight of of the mountain opposite **Moosi** and the Strait at WNW. First saw the other ships sail set course below **Hime Sima**, however let the island pass and turned around the East. - - At 4 o’clock observed island **Kamine saki** E by N, another island further down E ½ S, small peak **Hime Sima** W by S. Past watch observed in front of us 11 ships.

**1864, Tuesday, September 20**

PV [16:00-20:00] At 5 o’clock steered E by S, at sundown observed the E island of **Yasima** at E by N, smaller island (rock) at NE 1/8 N, **Iwagasima** E island at N ¾ E, W island N ¾ W, small island N by W ¼ W. – **Hime Sima** (mountain) at WNW ¾ W, **Minosaki** SW ½ W, **Misaki** S ¼ E, then steered E ¼ S. – At 7:20 hours **Yasima** at North, steered ENE ½ E. Passed at 7:30 one English dispatch boat, slowly caught up with the ships in front of us. This past watch observed **Yasima** W by N, **Hime Sima** mountain N, E island same NE by N, **Minau** NE by E.

**1864, Tuesday, September 20**

EW [20:00-24:00] Slowly caught up with the ships and steered on Starboard from the ***Conqueror*** by observation and held that position; at 10:30 had **Omawa** at S and at 11:30 **Yako** at N. -

**1864, Wednesday, September 21**

HW [0:00-4:00] Tried all the while to keep our distance from ***Conqueror*** and ***Metalen Kruis***. – At 4 observed in a corner of the mainland of **Sikoks**, probably **Simonariba** at NE by E, and an island next to 3 rocks with it at SE by S, measured depth 30 *fathom*.

**1864, Wednesday, September 21**

DW [4:00-8:00] Slowly made more speed, steamed at 5 at full speed, steered in the keel water of ***Het Metalen Kruis***. Put in place the longship sails, took down main barksail beam; at 8 o’clock observed W island of **Sikokss** at SW ¼ W, Island mountain 186 6L (E map) WSW ½ W. – W island **Koesima** N by W ½ W. – S island **Isusima** at E by S, - W island **Rosen** at SE.

**1864, Wednesday, September 21**

VM [8:00-12:00] At 9:30 while holding parade, read out of the daily orders concerning the case of **Simonoseki**; gave out extra liquor. Then took down the topsails and laid out the lower beams on the [deck]. Stopped and steered in the keel water of ***Het Metalen Kruis.-***

[left hand of Folio] Midday observation 21 September

Yino - Sima E ¼ N

Oki- Sima E by N

Takai Kami NNE

Mata Sima SW ½ W (wind)

**1864, Wednesday, September 21**

AM [12:00-16:00] Set course behind ***het Metalen Kruis*** and tried our best to reach our post. At 3:45 stopped for good, and dropped the anchor with 30 *fathom* of chain on starbaord near the other ships.

[left hand of Folio] Anchor observation

Takami N by E

Mura Kami E ½ N high peak behind Daimio residence

Awa Sima S by E ¾ E

12 fathom of depth

**1864, Wednesday, September 21**

PV [16:00-20:00] Cleaned out the fires and put them on hold, put in place the top gallant beams.-

**1864, Wednesday, September 21**

EW [20:00-24:00] Nothing of importance happened. Pumping the lens.

[left hand of Folio]

current 9 o’clock 1

10 1 ½

11 1 ½

[img80955.jpg]

[img80956.jpg]

**F. 216**

**From Simonoseki to Yokuhama**

**1864, Thursday, September 22**

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

**1864, Thursday, September 22**

DW [4:00-8:00] Swayed at 7 o’clock around the East, furthermore nothing important.

**1864, Thursday, September 22**

VM [8:00-12:00] Held general exercise with the battery. At 10:15 made up steam and prepare everything to go steaming.

**1864, Thursday, September 22**

AM [12:00-16:00]. At 1:30 started to increase the fires, saw arriving on the Quay ***Semiramis*** and ***Dupleix***. At 1:45 hoisted anchor and steamed in usual fleet order from the Quay again by directions of the English Admiral. At 3 o’clock saw the ***Conqueror*** suddenly stop, hoist the steam ball at the topgallant beam, going back, and signalling to the ***Leopard***, which immediately steamed out of the line; we suspected it to have hit a small bank below **Hiro Sima**. All of the fleet diminished steam and stopped, except for the French. The English turned back, the radar boats stopped towing, and stayed near the ***Conqueror*** which lowered a barkas barge to sea and other barges. At 3:30 ***het Metalen Kruis*** again increased speed, around the NE by E ½ E it followed; they were followed by ***Amsterdam***, leaving all the English behind us. One Japanese small radar boat ***Tacioon*** , flag in top, had come up steaming towards us in the AM, before the stillness [of the wind] we hoisted the top gallant beams a little, and braced as tight as possible at the wind.

[left hand of Folio]

*At 4 o’clock we observed three small rocks north of Soa – Sima North*

**1864, Thursday, September 22**

PV [16:00-20:00] At 5 o’clock **Oho Tsoesima** on North, steered ENE ½ E. At 6 o’clock **Ogisima** at South, steered East, steered at E and E ½ S course towards **Shodo Sima**. At 6 o’clock saw the ***Metalen Kruis*** dropping anchor near the shore, diminished steam and at 7 o’clock in 12,5 *fathom* [of water] with 45 *fathom* of starboard chain dropped anchor. - - The Northern island(s) of **Shodosima** were at SW by E at around ½ mile; put fires on hold; after sundown lost sight of the English ships.

**1864, Thursday, September 22**

EW [20:00-24:00] Nothing of importance happened.

**1864, Friday, September 23**

HW [0:00-4:00]. At 2 o’clock swayed from E to NNE.

**1864, Friday, September 23**

DW [4:00-8:00] At daybrak took down the top gallant beams, topped and braced in square.

**1864, Friday, September 23**

VM [8:00-12:00] Nothing of importance happened.

**1864, Friday, September 23**

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

**1864, Friday, September 23**

PV [16:00-20:00] Nothing of importance happened.

**1864, Friday, September 23**

EW [20:00-24:00] Nothing of importance happened.

[img80957.jpg]

[img80958.jpg]

**F. 217**

**From Simonoseki to Yokuhama**

**1864, Saturday, September 24**

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

**1864, Saturday, September 24**

DW [4:00-8:00] Lit the fires in order to empty the kettles.

**1864, Saturday, September 24**

VM [8:00-12:00] Nothing of importance happened.

**1864, Saturday, September 24**

AM [12:00-16:00]. At 12 o’clock saw coming from the W, 5 steamships, observed them to be the Eng. ***Conqueror***, ***Euryalus***, ***Tartare***, ***Cormorant*** and ***Osprey***; started at 12:30 to stoke the fires more fiercely; on board the Station Commander, signalled to the Eng fleet our anchor depth (12 fathom); at 1:15 hoisted anchor, slowly increased up to full speed, and followed behind ***Metalen Kruis***, then behind ***Amsterdam***, whenever possible adjusting all necessary sails. At 3 o’clock had the E island(s) of **Sodo Sima** at N, and at 4 o’clock observed the NE island **Sjodo Sima** at NNW 1/3 W, South island of the same at W ½ N and the entrance to the **Whirlpool** at SE.

**1864, Saturday, September 24**

PV [16:00-20:00] At 4:30 observed the English Admiral turn the stern around the W, stowed the sails and slowly increased speed; - at 4:45 steered W ½ N and made full speed. ***Het Metalen Kruis***, by hoisting the Dutch flag from the main mast signalled to drop anchor, we followed the movement of the fleet to the anchoring place at **Sjodo Sima**. At 6:45 dropped anchor in 8 *fathom* for 30 *fathom* of SB anchor by observation of the SE island(s) of **Sjodo Sima** at SE ¾ S. Pumped the kettles to the right levels, drained, and put fires on hold.

**1864, Saturday, September 24**

EW [20:00-24:00] Nothing of importance happened.

**1864, Sunday, September 25**

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

**1864, Sunday, September 25**

DW [4:00-8:00] The duty officer went to ***Het Metalen Kruis*** and from there to the Eng. Admiral in the Commission.

**1864, Sunday, September 25**

VM [8:00-12:00] Punished with 2 turns of forced platoon drill Sailor 2nd class P Starkenburg and junior sailor A. Visser, for fighting during eating. At 10 o’clock we made steam, hoisted starboard anchor and at 10:25 steamed away around **Sjodo-sima** to the **Passage of Narato.**

[Left hand side Folio]

*Midday observation*

*E island(s) Sjodo Sima N w/s W*

*S island(s) same WNW 3/8 W*

*Ma – Sima SW by W 1/8 W*

*Distance towards that Rock SE w/s E, ¾ miles*

**1864, Sunday, September 25**

AM [12:00-16:00]. Steered E by S, at 12:30 SE by E, adjusted all longship-sails in use and set course to the **Narato** passage, or **Whirlpool**; at 2 o’clock changed course towards **Sikoks** side, at the protruding cliffs around the corner saw the currents strongly move towards the inner sea. Tried to go through the passage near that corner, working the longship-sails and holding on to the rudder to keep control of the ship. – we skitted towards the outer corner of **Awadsi**, but gained nothing in speed, then successively adjusted all square sails, however also without avail; - then successively sailing off and on from **Awadsi** to **Sikoks** and back. We stayed busy this way for around ¾ hours, then put away the square sails, decreased steam, and decided to let ourselves float again to inside the **Inner Sea** around the NW. At 3:40 we then turned the stern around the NW and then the NE, after being pulled backwards for some time, in order to meet moving away from the **Whirlpool**, because due to the strong whirling currents we didn’t dare to lay across. At 4 o’clock we had a far corner of **Awadsi** with protruding rocks and one small island at ESE, at a distance of 8 to 10 cable lengths; […]

[img80959.jpg]

[img80960.jpg]

**F. 218**

**From Simonoseki to Yokohama**

**1864, Sunday, September 25**

PV [16:00-20:00]. At 4:15 hours running at half speed at ¼ miles from the shore of **Awadsi,** on a NNE ½ E to NE course, later ENE. Measured depth with the heavy lead, 17,5, 15, 14 and 13 *fathom*; stopped, and at 5 o’clock dropped anchor in 13 *fathom* of water and 45 *fathom* of SB anchor [chain] by observation. Island of **Awadsi** SSE ¾ E, island S by W ½ W, island SSW ½ W. Kept fires on hold. Crew on sea watch. - - -

**1864, Sunday, September 25**

EW [20:00-24:00]. Nothing of importance happened.

**1864, Monday, September 26**

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

**1864, Monday, September 26**

DW [4:00-8:00]. At 5 ½ hours took down the sails and the top gallant beams, at 6 o’clock started to ignite fires, hoisted anchor, put it into place and at 7 made full speed, set course around the NNE. At 7:45 saw the fleet coming in from the W, counted 8 ships. Observed at 8 o’clock **Kasima** at N by W ¾ W, **Matta Sima** NW ½ N, **Sjodo-sima** at S.ly W ½ N, small islands at **Awadsi** NE ¼ E. – N.ly land of **Awadsi** NE ¾ E. --

**1864, Monday, September 26**

VM [8:00-12:00]. Punished with 24 hours bent over in chains, mariners 3rd class J C Nedermowe and J T Aubert, for treating the food of the mess-crew in a very dirty manner, and with 2 turns of forced platoon drill sailor 3rd class W van Oorschot, for trying to obtain his rationing of *genever* 2 times. Steered along the coast of **Awadsi**, put sails into place whenever necessary. At 11:30 had the N island(s) of **Awadsi** on South, put into place front topsail and jib.

**1864, Monday, September 26**

AM [12:00-16:00]. At 12:30 saw the English fleet appear to the East of the N island(s) of **Awadsi**, setting course around the E, at 2 o’clock lost sight of her. At 2:30 before **Linschoten Passage** stopped to wait for a Japanese junk (‘*praauw*’), not being able to understand what was said we again steamed ahead, decreased steam because of the increasing wind, and passed at 4 o’clock the Passage between the batteries at **Awadsi** and **Tomaga**, set course further down and observed at 4 o’clock **Mo-Sima** at W 2/3 N; **Linschoten** Passage battery at **Awadsi** N by W w/s W, **Tanouza** **Saki** at NNE ¼ E, **Gihonomi saki** at S 2/3 E.

**1864, Monday, September 26**

PV [16:00-20:00] Put laysails into place, at 5 o’clock decreased steam and stopped at 6 o’clock. Stowed away top gallant sails and jib, took down stag sails, took off *bezaan* sail, turned over portside, clamped the propeller, braced at 6:15 at full strength, steered SSE. At 7 o’clock adjusted sails (details), put in place other sails (details), at 8 o’clock saw still land of the N up to E by S.

**1864, Monday, September 26**

EW [20:00-24:00] At 9:30 observed the corner of land at N., this past watch in the NE by E. With the decreasing wind speed we made adjustments to the top gallant sails, bark sails and *bezaan* sail.

[img80961.jpg]

[img80962.jpg]

**F. 219**

**From Simonoseki to Yokuhama**

**1864, Sunday, September 27**

HW [0:00-4:00]. At 12 set course to E by S, took all square sails and covered them, lit the fires and at 12:15 tried the engines and then increased up to full speed. At 2 o’clock put jib into place, after having steered ESE since 1 o’clock. At 3:45 the portside feeler and ‘Spanish rider’ (*spaanse ruiter*) snapped, immediately kept distance, took down *kluiver* sail, tried to decrease steam, and fix the timber in front. This past watch saw land from N to NW.

**1864, Sunday, September 27**

DW [4:00-8:00] Put a coil of rope as flag on the *kluifhout.* This past watch prepared everything to lay the ship. At daybreak saw Easterly land at N; W land (**Oosima**?) at NW, at 8 o’clock Easterly land at N by W, W land at NW ½ W.

**1864, Sunday, September 27**

VM [8:00-12:00]. Took down front topgallant pole, put away jib, put 3 reefs inside the mainsail, adjusted storm jib, adjusted reefed *bezaan* sail and reefed main *bark*sail. At 9:30 we stopped, put the clamp on the propeller, then stowed the *bezaan* sail in order to make steering more easy.

**1864, Sunday, September 27**

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

**1864, Sunday, September 27**

PV [16:00-20:00]. Fully reefed the front *bark* sail and adjusted this in order to support the ship at 7 o’clock. Prepared everything to be able to put covers into place (‘*schalmen*’).

**1864, Sunday, September 27**

EW [20:00-24:00]. Nothing of importance happened.

**1864, Monday, September 28**

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

**1864, Monday, September 28**

DW [4:00-8:00]. Stowed main *bark* sail because it jammed; pulled it down and put small *bezaan* sail into place.

**1864, Monday, September 28**

VM [8:00-12:00]. Took down *kluiver* sail, adjusted several sails (details), at 11 stowed *bezaan* for being able to steer better.

[img80963.jpg]

[img80964.jpg]

**F. 220**

**From Simonoseki to Yokuhama**

**1864, Monday, September 28**

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

**1864, Monday, September 28**

PV [16:00-20:00]. Found one of the wooden boards at portside near the diamond[shaped] anchor had been knocked off.

**1864, Monday, September 28**

EM [20:00-24:00]. Nothing of importance happened.

**1864, Tuesday, September 29**

HW [0:00-4:00]. At 2 o’clock adjusted the reefed *bezaan* sail for the heavy rolling of the ship. At portside the red lantern toppled overboard.

**1864, Tuesday, September 29**

DW [4:00-8:00]. At daybreak put in place sail, took off the reefs from the main topsail, *bezaan* sail and front *bark* sail, adjusted these and other sails (details). At 6 o’clock rounded around the NE, hoisted poles and beams, adjusted main topgallant and *grietje* sails.

**1864, Tuesday, September 29**

VM [8:00-12:00]. Adjusted top gallant sails, front upper lay sails, bram-sails, put in place mainsail. This past watch stowed mainsail, hoisted the chimney and started to make steam. - -

**1864, Tuesday, September 29**

AM [12:00-16:00]. At 2 o’clock took down chimney, adjusted mainsail, hoisted *kluiver* sail. -

**1864, Tuesday, September 29**

PV [16:00-20:00]. This coming watch stowed mainsail, put chimney into place, took off the clamp of the propeller, made steam and at 4:40 had 40 turns. At 6 o’clock took away the lay sails.

**1864, Tuesday, September 29**

EW [20:00-24:00]. Passed a threemaster ship steering around WSW; took down *kluiver* sail and folded it away. Stowed *bark* sail in order not to have a speed exceeding 7 miles and increasing wind; at 11:30 put 2 reefs inside the topsails, stowed jib and stopped the engines.

**1864, Friday, September 30**

HW [0:00-4:00]. At 12:15 we put double reefs inside the topsails (*double ger.mz*); then adjusted top gallant sails. At 1:30 we stowed the top gallant sails agains a SE shower; then it became still, we braced whenever necessary. At 2 o’clock with *brz* winds from the SW, it was impossible to keep the ship to its course, due to the head-seas (‘*kopzeeën*’) and currents, that’s why we again lit the fires and started the engines, we stowed and folded all square sails. Gave extra liquor to the watch crew on duty. - -

[img80965.jpg]

[img80966.jpg]

**F. 221**

**From Simonoseki to Yokuhama**

**1864, Friday, September 30**

DW [4:00-8:00]. Put in place *bark* sails in order to support the ship. At daybreak steered NNE, put in place jib, front topsails and front top gallant sails, stowed away bark sails, at 6 o’clock increased speed up to 50 turns, at 7 o’clock adjusted main topsail and main top gallant sail, at 7 o’clock steered NE. At sunrise from the top nothing to see.

**1864, Friday, September 30**

VM [8:00-12:00]. Braced at starboard. At 10 o’clock the wind turned to NW, we braced a little, stowed away top gallant sails and put 2 reefs inside the topsails, slowly at the decreasing wind speed we took out reefs from the topsails, adjusted top gallant sails.

**1864, Friday, September 30**

AM [12:00-16:00]. Adjusted sails (details). At 12 o’clock saw a steamship going the same way at NE by N. At 2:30 saw from the SE by S 2 steamships, we observed them to be ***Euryalus*** and ***Cormorant***, we hoisted our flag and esquadron speaking-pennants (‘*spreekwimpels’*). Consequently observed land :

at 2:30 mins Omae saki NNW

3:30 Land of Idsu N by W

4 o’clock Kozu Sima O by S and land of Idsu at N.

**1864, Friday, September 30**

PV [16:00-20:00]. The sky at 4:30 came strongly from the E, we then stowed successively our lay sails, top gallant sails, topsails, jib, barksails and stag sails and fastened them. Then the wind started to blow from the E. At 5 o’clock saw **Tosima** in the ENE ½ E, and 2 ships going the same way. At sundown observed **Idsu** at N ½ W, the island(s) **Nipon** (most Westerly visible land) at WNW ¾ W, S island(s) of **Kusima** at SE by E 1/8 E, N island(s) of the **same** at ESE ¼ E. We then steered NE ½ N. From the top we saw 6 ships, at 7:30 saw again a light at portside. At 8 o’clock saw land in the NNW and the lights of 4 ships, took down top gallant beams, took down top gallant sails and lay sails.

**1864, Friday, September 30**

EW [20:00-24:00]. Steered NE ½ E; at 9o’clock held around the East in order to get more distance to the **Rock-island**. At 9:30 steered from E – NE, the middle **island of Rock** at NNW. We decreased speed, this past watch had sight of English ships ***Euryalus*** and dispatch straight ahead.

**1864, Saturday, October 1**

HW [0:00-4:00]. At 12 o’clock steered at full speed NE ½ N. This past watch observed the light of ***Euryalus*** straight ahead; kept the NW island(s) of **Oho Sima** at NE by E ½ E, the small peak of **Tosima** at SSE w/s S, and the high land of **Idsu** at NW.

**1864, Saturday, October 1**

DW [4:00-8:00]. At daybreak steered NE by E, NE ½ E, NE and later again NE ½ E; observed at 5:45 the N island **of Oho Sima** at SE by E, Southern island of the **same** at S by E, **Tosima** at S ½ W and **Idsu** SW by W ½ W, **Tosigama** at NW 1/8 N, the land of **Nipon** NE ½ N, the Eastern land at NE ½ E. Saw straight ahead 6 steamships going in the same direction (‘*medeliggende’*). At 8 o’clock observed **Sagami** (**hills**) NE ½ N, most distant land at NE ¼ E; the East entrance E by S, the East island of **Oho Sima** at S ¾ W, the W island [*of oho sima*] at SSW ½ W, the most Western land of **Nipon** at SW ¾ W.

**1864, Saturday, October 1**

VM [8:00-12:00]. Steered towards NE ½ E, NE, NE by N, NNE by observation following **Sagami Oeraga**. At 11:45 with **Kamisaki** across, we steered NNW and NW by N; stowed away all sails; this past watch towed along ***Conqueror***, ***Euryalus***, ***Metalen Kruis***, ***Tartare***, ***Argus*** and ***Bouncer***, and had sight of a dispatch.

[img80967.jpg]

[img80968.jpg]

**F. 222**

**At the Quay of Yokuhama**

**1864, Saturday, October 1**

AM [12:00-14:00]. We steered passing **Uraga** and like that into the **bay of Jeddo** up to the **Quay of Yokuhama** where at 2 o’clock we stopped at about the buoy in front of the canal, and dropped anchor near ***het Metalen Kruis***, this ship however was tied around the ENE, being sent outside of the ships, we did likewise, at 3 o’clock we dropped anchor at 12 *fathom* on portside with by observation: **Treaty Point** at S 30° E, **Flagpole** outside N 38° W, **Fort Kanagawa** S 60° W. We then stopped definitely, emptied the kettles, put out the fires, took off the smoke covers, lowered the barges, and were welcomed by the **Dutch Consul** and **Consul General**.

[img80967.jpg]

**1864, Sunday, October 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Arriving on the Quay ***HBM Leopard*** towing a coalship; ***Amsterdam*** and the mailboat ***Cadia***. At 9:30 held church and inspection of the Crew. Did a throw in the NE, hoisted the portside anchor, hauled a little and again dropped anchor with portside anchor in 6 fathom of water with 15 fathom of chain. -

**1864, Monday, October 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Did ship’s chores, took in 3000 pounds of coal, paid out wages.

**1864, Tuesday, October 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took in 20 tonnes of coal. Made clean ship, topped and braced square.

**1864, Wednesday, October 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay ***HBM Leopard***, took in 23,500 Dutch pounds of coal. At 11 o’clock leaving the Quay His Majesty’s steamships ***Metalen Kruis*** and ***Amsterdam*** for Yedo. Passing the Quay 1 Japanese steamboat. Gave shore leave. At 1 o’clock leaving the Quay ***HJM Semiramis*** and ***Dupleix***, and at 2 o’clock ***HBM Tartare***, ***Pelorus***, ***Perseus*** , ***Argus***, ***Cormorant*** and ***Havoc***, all setting course to Yedo. At night on the Quay 1 Eng. barge.

**1864, Thursday, October 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Gave shore leave, furthermore ship’s work.

**1864, Friday, October 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of health, gave shore leave; two Japanese ships passing the Quay from Jedo; furthermore during the day mending and sowing.

**1864, Saturday, October 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread, sailor 1st class H F L Koep, for staying behind from shore leave and brought aboard by the mariners. In the AM dropping anchor at the Quay the ships ***Semiramis*** and ***Dupleix, Tartare, Pelorus, Leopard, Perseus, Argus, Cormorant*** and ***Havoc***.

**1864, Sunday, October 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9:30 reading out ship’s articles, then inspection of ship and Crew. Held furthermore day of rest. Gave out shore leave, at 4 o’clock arriving at the Quay the French warsteamship ***Tancrède*** from the Inner Sea.

[img80968.jpg]

**1864, Monday, October 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took in foods. In the VM [ie 8-12] arriving on the Quay ***Metalen Kruis*** and ***Amsterdam*** from **Yedo**, and ***HBM Barossa*** and ***HM steamship Djambi*** from **Simonoseki**. Took in coals, in total 80000 Dutch pounds.

**1864, Tuesday, October 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Obtained 50 Dutch pounds of lead white [paint], 50 Dutch jugs of linseed oil, 1 leather hide. Gave out shore leave. Coming aboard the commander of ***Jamestown***.

**1864, Wednesday, October 12** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Staying behind from shore leave the inland firestoker 2nd class Sarimin and inland junior sailor Sarpin. Leaving the Quay the Eng steamer ***Rhône***. At 3:30 sent down 15 mariners and 1 drummer to the ***Metalen Kruis*** for the burial of the body of the Officer Admiral 1st class J J Hoogenstraten. At 4 o’clock hoisted flag and *geus* half-mast, the body was being rowed to the shore, followed by the Commanders and Etat major of the ships.

**1864, Thursday, October 13** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took 2 over pieces [cannon] of the ***Euryalus***, put sails into place, furthermore did ship’s chores.

**1864, Friday, October 14** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took down several inventory goods to the ***Metalen Kruis***, gave shore leave to several of the crew.

**1864, Saturday, October 15** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Kedged ship on the outer Quay, - Transferred from our roll to the ***Met. Kruis***: ship’s cook J de Graaf, sailor 3rd class FW van der Zee, WG Koning and H C Geerkens, firestokers 2nd and 3rd class M van Deursen and J Sligt, inland sailor Reboe and inland firestokers Senin XV, Ngalimah, mandur Saleman and Djoeroemoedie, Mertok, and the 2 inlanders Sarimin and Sarpin who stayed behind on the shore. From the roll of ***Met. Kruis*** transferred to our roll: cook’s helper J Wijgham, sailor 1st class W H Metz, sailors 3rd class van der Waard, Wederstrijd, Keepke, Wakker Sneltjes, Ibes Emmink, Kühler, Mulder, Baris, van Os, junior sailors Reidings, mandur Ramidin IV, inland firestokers 2nd class Boewat II and Wakie II. At 5 o’clock the Station Commander came aboard and we had the Crew come on deck. His Excellency used heartfelt words to say his goodbye to the Commander, Officers and Crew; thereafter the Commander thanked him on behalf of *Etat Major* and Crew. Gave out extra liquor. Leaving the Quay HBM ***Tartare***.

[img80969.jpg]

[img80970.jpg]

**F. 223**

**From Yokuhama to Hongkong**

**1864, Sunday, October 16**

DW [4:00-8:00]. At 3:30 Overal drill, took in barges, hoisted chimney, filled up the kettles, ignited the fires. At 6:15 pulled up the portside anchor and steamed out of the **bay of Jedo** around the ESE – SE by E. Extra liquor. At 7 o’clock **Treaty Point** at SW, steered South, put in place the square sails, at 8 o’clock had **Webster Island** at WSW and **Perry Island** at South. –

**1864, Sunday, October 16**

VM [8:00-12:00]. Lowered compasses to 3°NW. Steered by observation passing the **Island Perry, Kamisaki**, and at 9:30 had the island(s) of **Sagami** at NW, then steered SW, braced whenever necessary. Past watch had sight of the W island(s) of **Oo-sima**. - -

**1864, Sunday, October 16**

AM [12:00-16:00]. Successively had sight of **To-Sima**, **Idsu** and other land, stowed away the lay sails, braced around; at 4 o’clock observed **Idsu Saki** at W by S, and the Island, South, **To Sima** at SE ¾ S, **Oho Sima** SE island(s) at East, NW island(s) of the **same** at NE by E ½ E.

[margin, left]

Observed variation 2°6’ NW

**1864, Sunday, October 16**

PV [16:00-20:00]. Braced whenever necessary. At sundown observed **Cape Idsu** at NW ½ W. Saw strong current fraying. Had **Rock Island(s)** at N ¼ W, **Oho Sima** at NE by E ½ E, **Tosima** at East. At 8 o’clock had **Karosima** at ESE, saw a few lights on the shore coming from **Idsu**.

**1864, Sunday, October 16**

EW [20:00-24:00]. Nothing important.

**1864, Monday, October 17**

HW [0:00-4:00]. Braced a little over portside.

**1864, Monday, October 17**

DW [4:00-8:00]. Put in place starboard lay sails, at 5:30 diminished steam, stopped at 6 o’clock and at 7 o’clock adjusted portside upper lay sails, portside main top gallant lay sails.

[margin left]

Northern star at 4:30 hrs, estimated N Lat = 33°44’

N.Star Lat = 33°40’

- - - - - -

makes 4’ S

**1864, Monday, October 17**

VM [8:00-12:00]. Stowed the lay sails against a shower from the SW; at 10:15 the wind came in from the SW and it started to become still; we stowed the sails and started to make steam. At 11 o’clock made full speed ahead. The NE wind slowly started to catch up and we adjusted the square sails.

[img80971.jpg]

[img80972.jpg]

**F. 224**

**From Yokuhama to Hongkong**

**1864, Monday, October 17**

AM [12:00-16:00]. Upcoming watch put into place the lay sails. At 3 o’clock stowed them again for a shower, braced whenever necessary.

**1864, Monday, October 17**

PV [16:00-20:00]. At 4 o’clock steered WSW, put ropes into place, this past watch adjusted the longship sails.

**1864, Monday, October 17**

EW [20:00-24:00]. Braced with the wind.

**1864, Tuesday, October 18**

HW [0:00-4:00]. At 1 o’clock stowed and folded all sails for diminishing wind.

**1864, Tuesday, October 18**

DW [4:00-8:00]. At 5 o’clock put in place longship sails, this past watch adjusted jib.

**1864, Tuesday, October 18**

VM [8:00-12:00]. Held exercise at the battery, then with the guns. This past watch had sight of a barge going the same way.

**1864, Tuesday, October 18**

AM [12:00-16:00]. Manouevred with the longship sails whenever necessary. At 3:30 the wind started to blow from the NW, we adjusted the square sails and braced. Theory in the battery and exercise with sables.

**1864, Tuesday, October 18**

PV [16:00-20:00]. The wind diminished to W., at 4:30 we stowed the sails, took down top gallant beams, steered again WSW, again put into place front bark sails.

[margin]

at 7 o’clock Estim N Lat 31°46’30”

Northstar 31°41’

Makes 5’30” S

**1864, Tuesday, October 18**

EW [20:00-24:00]. At 11:30 the wind started to blow from the NW by W, braced round, stuck a reef inside the bark sails, adjusted them, as well as the stag jib. Past watch 30 turns.

**1864, Wednesday, October 19**

HW [0:00-4:00]. At 1:30 started to diminish steam, stopped, clamped the propeller and put out the fires. Started at 2 o’clock to put a double reef into the main top gallant sail, as well as the jib. We put reefs inside the *bezaan* sail.

[img80973.jpg]

[img80974.jpg]

**F. 225**

**From Yokuhama to Hongkong**

**1864, Wednesday, October 19**

DW [4:00-8:00]. At 6 o’clock stowed away the front bark sails against the rolling of the ship; at 7:30 adjusted the front topsails in which double reefs had been stuck; put into place the mainstail and stuck in 1 reef, and this past watch we adjusted it.

**1864, Wednesday, October 19**

VM [8:00-12:00]. Adjusted stagsails, took out reefs from the barksails and 1 reef from the topsails. The wind slowly diminished, and the sea as well [*ie becoming less rough*], we adjusted the cross-sail, took out reefs from the topsails, hoisted the main top gallant beams and adjusted the top gallant sails.

**1864, Wednesday, October 19**

AM [12:00-16:00]. Adjusted *kluiver* and *bezaan* sails. This past watch hoisted the front top gallant sails and *grietje* sail.

**1864, Wednesday, October 19**

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

**1864, Wednesday, October 19**

EW [20:00-24:00]. At 10:45 stowed away the bark sails and *bezaan* against the rolling of the ship.

**1864, Thursday, October 20**

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

**1864, Thursday, October 20**

DW [4:00-8:00].At 7 o’clock turned the ship before the wind, furthermore nothing of importance.

**1864, Thursday, October 20**

VM [8:00-12:00]. Manouevred the ship following the coming and going of the wind, held exercise at the battery. At 11 o’clock stowed the square sails, fastened them, took down top gallant beams, and took down mainsail. Adjusted bark sails.

**1864, Thursday, October 20**

AM [12:00-16:00]. At 12:45 we filled the kettles, hoisted the chimney, and lit the fires; we went ahead, turned up to full speed. Set course to W by N.

[img80975.jpg]

[img80976.jpg]

**F. 226**

**From Yokuhama to Hongkong**

**1864, Thursday, October 20**

PV [16:00-20:00]. At 4:30 braced over portside, at 7 o’clock adjusted *kluiver, bark* sail and *bezaan.*

**1864, Thursday, October 20**

EW [20:00-24:00]. Stowed the longship sails and folded main *bark* sail.

**1864, Friday, October 21**

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

**1864, Friday, October 21**

DW [4:00-8:00]. At 7:45 set course to WNW ½ W.

**1864, Friday, October 21**

VM [8:00-12:00]. At 8 o’clock had sight of the land of **Kiusui** in the WNW, and the Island(s) of **Takuno** in SW by W ¾ W. This past watch had **Takuno** in the SW by W.

**1864, Friday, October 21**

AM [12:00-16:00]. Saw more and more of the land of **Kiusiu**. - -

At 4 o’clock observed **Jakuno** at SW by W and **Towi-saki** at N by W ¾ W.

**1864, Friday, October 21**

PV [16:00-20:00]. Hoisted the top gallant beams, put in place the square sails, *kluiver,* and *bezaan.*

At sundown observed the N island(s) of **Tanegasima** at SW, **Iwogasima** at W by S, **Cape Nagoeff** at N., **Towi saki** at NNE ½ E, **Chichakoff** at W ¼ N. Saw several lights on the shore, at 7:30 **Tanegasima** at South. This past watch stowed jib in order to see better. – then observed **Tanegasima** at S by E, **Eastern land** at N by E, **Chichakoff** at W ¼ N.

**1864, Friday, October 21**

EW [20:00-24:00]. Steered by observation, at 10 o’clock **Chichakoff** was at a distance of one mile at N., we steered W. At 10:50 had the **Diamonds Peak** at N. – At 11:45 had **Taka Sima** at S; this past watch observed **Iwo-Sima** at the SSW ¾ W.

**1864, Saturday, October 22**

HW [0:00-4:00]. At 12:30 saw **Kuro Sima** in the W by S., at 2:30 set course to NW, then had **Kuro Sima** at SW ½ W, **Take Sima** at SE ½ E, and at 4 o’clock had **Kuro Sima** S., **Take Sima** at SE ¼ E.

**1864, Saturday, October 22**

DW [4:00-8:00]. At 4 o’clock steered NW by N, at 5:30 saw **Udsi Sima** in the W. At 6 o’clock saw the **Retributie rocks** in the NNW, -- steered at 6:30 with said rocks across to NW ½ W and NW, and at 7:15 at NW ¼ W. At sunrise had **Udsi sima** at W by S, **KaroSima** at SSE. At 4 o’clock adjusted main *bark*sail and *bezaan* sail. At 6:30 took down front upper lay sails, and put into place front *bark* sails and front *stag* sails. At 7 o’clock braced a little. This past watch we observed Udsi-Sima at SW¼S, Kuri Sima at S by E ¼ E, Retribution Rocks at S by E¾E, Isakaroza at E¼N, and N island(s) of Kosiki at N½E.

[img80977.jpg]

[img80978.jpg]

**F. 227**

**From Yokuhama to Hongkong**

**1864, Saturday, October 22**

VM [8:00-12:00]. At 8:45 we held back up to WSW, stowed *bezaan* and braced square. Took off steam and prepared to clamp the propeller.Then steered at 9:30 SW by W, adjusted all sails and lay sails in use, emptied the kettles and lowered the chimney.

**1864, Saturday, October 22**

AM [12:00-16:00]. At 12 o’clock braced for diminishing wind, put into place the front *bark* sail for the movement on the rudder.

**1864, Saturday, October 22**

PV [16:00-20:00]. At 5 o’clock took off the lay sails, stowed *grietje* and fastened it. At 6 o’clock put away the top gallant sails, the crosssail and front bark sail, stowed *bezaan.* At 7 o’clock fastened the *kluiver* sail and took down the *stag* sail.

**1864, Saturday, October 22**

EW [20:00-24:00]. Folded main topsail, stowed them as well as mainsail, jib and the front topsail against increasing gusts of wind. We positioned the ship with barksails of 2 reefs around the WNW. The wind started to diminish around 10, blowing faintly, we adjusted sails (details) and put 2 reefs inside the main topsail.

**1864, Sunday, October 23**

HW [0:00-4:00]. Braced when necessary to position the ship more across, in order to diminish the terrible rolling of the back of the ship in the sea. This past watch we were lying around the S by E with double reefed topsails, main *bark* sail and storm jib.

**1864, Sunday, October 23**

DW [4:00-8:00]. Took 1 reef out of the topsail, adjusted jib, took out the reefs from the *bark*sails, adjusted *bark*sails, front *stag* sails and *bezaan*. At 7:30 we stowed the *bezaan* for an upcoming shower, then adjusted mainsail and took out the reefs from the topsails.

[margin]

At 4:30 hours

Estimated N Lat = 30°43’

Northern star N Lat = 30°49’

Makes 6’N

**1864, Sunday, October 23**

VM [8:00-12:00]. This upcoming watch put into place the top gallant sails, cross sail and *kluiver* sail, steered full, and adjusted. At 11:30 took down the top gallant sails, took down top gallant beams and put 1 reef into the topsails.

**1864, Sunday, October 23**

AM [12:00-16:00]. At 12:30 we stowed and folded *kluiver* sail against increasing wind and rolling of the ship. At 3 o’clock took out the reef from the main topsail and furthermore adjusted the *kluiver* sail.

[img80979.jpg]

[img80980.jpg]

**F. 228**

**From Yokuhama to Hongkong**

**1864, Sunday, October 23**

PV [16:00-20:00]. At 16:30 we took out the reefs from the cross-sail and front topsails, put in place *kluiver* and took down *stag* jib, adjusted main top gallant sail. Gave out extra liquor.

**1864, Sunday, October 23**

EW [20:00-24:00]. Braced a little, furthermore nothing of importance.

**1864, Monday, October 24**

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

**1864, Monday, October 24**

DW [4:00-8:00]. At 5 o’clock stowed mainsail and front *stag* sail, adjusted lay sails.

**1864, Monday, October 24**

VM [8:00-12:00]. Punished with 24 hours arrest in discipline hut, 1st health-worker (‘*ziekenoppasser’*) P Guyken, for being disrespectful against the Officer of Health. Did ship’s chores.

**1864, Monday, October 24**

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

**1864, Monday, October 24**

PV [16:00-20:00]. At 5 stowed lay sails, mainsail and crosssail, fastened them, braced square, at 6:30 put in place the lower lay sails on starboard side.

**1864, Monday, October 24**

EW [20:00-24:00]. Nothing of importance happened.

**1864, Tuesday, October 25**

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

**1864, Tuesday, October 25**

DW [4:00-8:00]. At 5 o’clock put into place main upper and top gallant lay sails, at 7:30 the lower lay sails on portside.

**1864, Tuesday, October 25**

VM [8:00-12:00]. Held exercises with guns.

[img80981.jpg]

[img80982.jpg]

**F. 229**

**From Yokuhama to Hongkong**

**1864, Tuesday, October 25**

AM [12:00-16:00]. From 2:30 till 3:30 held exercises with sables. - -

**1864, Tuesday, October 25**

PV [16:00-20:00]. Nothing of importance happened.

**1864, Tuesday, October 25**

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

**1864, Wednesday, October 26**

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

**1864, Wednesday, October 26**

DW [4:00-8:00]. At 7 o’clock stowed lay sails, braced over starboard with upcoming S wind, adjusted *kluiver, stag* sail, mainsail and *bezaan* sail.

**1864, Wednesday, October 26**

VM [8:00-12:00]. Stowed lower sails and *bezaan* against the rolling of the ship. Held general exercise in the battery.

**1864, Wednesday, October 26**

AM [12:00-16:00]. From 2 till 4 o’clock practiced target shooting for sailors and mariners, we used up roughly 23 pounds of ammunition.

**1864, Wednesday, October 26**

PV [16:00-20:00]. This past watch braced over portside with a slight upcoming breeze from the SW.

**1864, Wednesday, October 26**

EW [20:00-24:00]. Braced with the wind and put in place the longship sails and mainsail.

[img80983.jpg]

[img80984.jpg]

**F. 230**

**From Yokuhama to Hongkong**

**1864, Thursday, October 27**

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

**1864, Thursday, October 27**

DW [4:00-8:00]. Put in place starboard top gallant sails and upper lay sails, then lower lay sails.

**1864, Thursday, October 27**

VM [8:00-12:00]. Braced a little, furthermore nothing of importance.

**1864, Thursday, October 27**

AM [12:00-16:00]. Passed a barge lying East.

**1864, Thursday, October 27**

PV [16:00-20:00]. At sundown had sight of a scooner sailing NW. At 7 o’clock braced square, stowed away mainsail, *grietje* sail, crosssail, fastened them. At 7 o’clock stowed front upper lay sails, put into place portside lower sails and main upper lay sails.

**1864, Thursday, October 27**

EW [20:00-24:00]. At 11:30 stowed lay sails of the main mast.

**1864, Friday, October 28**

HW [0:00-4:00]. At 12 set course to SW ½ W, at 12:30 braced a little, stowed starboard lower lay sails and put into place the large rope on starboard.

**1864, Friday, October 28**

DW [4:00-8:00]. At daybreak had sight from the top of a barge going the same way, and a steamship. When day cam we adjusted lay sails, the large rope (‘*schoot*’), took down *kluiver* sail and at 6:15 steered SW by W.

**1864, Friday, October 28**

VM [8:00-12:00]. Had sight of the island **Ocksin** at 10 o’clock, observing at at NW by W, at 11 we lost sight of it in the N by W. At 8:30 we steered SW by W ½ W, stowed the upper lay sails, braced a little. At 11:30 the wind diminished and we put in place the starboard front upper lay sails. This past watch saw a barge going the same way in the West.

[img80985.jpg]

[img80986.jpg]

**F. 231**

**From Yokuhama to Hongkong**

**1864, Friday, October 28**

AM [12:00-16:00]. At 12 o’clock steerd SW ½ W

**1864, Friday, October 28**

PV [16:00-20:00]. At 5 o’clock put away lay sails and mainsail, at 5:30 fastened the front top gallant sails and mainsail.

[margin]

At 7:45

Northern star N Lat 23°53

Estimated N Lat 24°5’

Makes 12 South

**1864, Friday, October 28**

EW [20:00-24:00]. At 8 steered SW by W, all well at the Rounds.

**1864, Saturday, October 29**

HW [0:00-4:00]. Put into place main rope (*groote schoot*) and front top gallant sails, braced a little.

**1864, Saturday, October 29**

DW [4:00-8:00]. At 5:30 steered WSW, adjusted lay sails. Saw at daybreak the **Lanok islands** in the W by S – W by N, kept back up to SSW ½ W. At 8:30 the white rock at NW by N, steered SW, and at 7 o’clock WSW. At sundown had sight of 1 barge setting course around NW.

**1864, Saturday, October 29**

VM [8:00-12:00]. Passed a fleet of fishing vessels, at 11:45 had sight of **Cape Good Hope** at NW, stowed *bezaan* sail.

**1864, Saturday, October 29**

AM [12:00-16:00]. At 3 o’clock braced square. Saw two ships. This past watch had **Kamp- chi – Point** at N.

**1864, Saturday, October 29**

PV [16:00-20:00]. This upcoming watch stowed lay mainsails, top gallant sails and cross-sail, adjusted them again at 4:30. Then steered WNW ¼ W, at 5:30 steered again WSW and at 5:45 SW by N, stowed bark sails and front stag sail and mainsail. - -

Observed **Si-ki rock** at W ¾ N, closest land at NW ½ W., land in the East at NE ¾ N, **Castle** at N by E ½ E of which we started our *bestek* (midday observation). Had sight at sundown from the top of many chinese fishermen. At 7:30 stowed jib and top gallant sails in order to decrease speed, fastened the sails.

**1864, Saturday, October 29**

EW [20:00-24:00]. At 8:30 stowed away cross sail in order to keep as close to a 5-mile-speed as possible. At 11:30 the wind dropped to *flaauw* (faint) , we adjusted jib. Passed a flock of fishing vessels.

[img80987.jpg]

[img80988.jpg]

**F. 232**

**From Yokuhama to Hongkong**

**1864, Sunday, October 30**

HW [0:00-4:00]. Passed a ship and a few fishing vessels.

**1864, Sunday, October 30**

DW [4:00-8:00]. At 4:30 steered West, adjusted top gallant sails and cross sail, as wel as bark sails and bezaan sail. At 5 o’clock filled kettles up to levels, hoisted chimney, and ignited the fires, put the clamp on the propeller and slowly increased speed at 7 o’clock up tot 50 turns. At sundown from the top saw a brig going the same way and many fishing junks; took down mainsail. At 7:30 fastened top gallant sails and prepared taking down the top gallant beams. Took off some ropes (details).

[margin]

At 5:15 hours:

Estim N Lat 22°12’

Northern Star N Lat 22°12’

0’

**1864, Sunday, October 30**

VM [8:00-12:00]. Took down top gallant beams, stopped, took out barges and hoisted them, then again made full speed ahead. Saw land in the W by N, steered by observation north of **Wage land** **Soon-jong**, **Toopoy** and south of **Tamtoe** towards the **Liemon**-passageway, took down jib and top gallant sails. This past watch entered the **Liemon passageway**.

[rest of this page 80988.jpg is empty]

[img80987.jpg]

**Continued Sunday, October 30** [12:00-24:00]

[wind and weather in excel-sheet] Steered by observation to the Quay, where we slowly steamed to at 12:30 , and at 12:50 dropped anchor, by observation from **Victoria Signpost** S 62°W, the island of **Hongkong** in **Lyonenpas** N 84° E and the small island of **Hongkong** at S 75° E with 15 *fathom* of starboard [chain] in 6,75 *fathom* of water. We stopped, and put out the fires. The commander went from board in order to pay visits. Coming aboard one duty officer of the English fregate vessel lying on the Quay, ***Severin*** (Eng w stand front top) as well as the Dutch Consul. Arriving on the Quay one steamer, 1 Eng 3-m (*threemaster*) ship and 2 brigs; and one Holl. barge.

**1864, Monday, October 31** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 8 o’clock performed a salute of 21 shots and the English flag from the high mast and one salute of 11 shots with the Eng. flag from the front mast, with hoisted *kluiver* sail for the Commander of the Eng Esquadron here on the quay, which immediately was answered by the frigate ***Severin*** in the same way. By the fort from the shore we were also thanked with 21 shots. Punished with 24 hours bent over in chains, straight at night, sailors 1st class J H van Dieke and P Teeuwe and sailor 2nd class B Stan, for when the boom (‘*giek’*) was on the shore, walking away from the barge.

**1864, Tuesday, November 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Took in 103 tonnes of coal. Gave out extra liquor. Did ship’s chores.

**1864, Wednesday, November 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At night [the weather] showers with stormy gusts. Prepared everything for sea. Arriving on the Quay the ***HBM Perseus***, we sent down one officer to pay our respects. Topped and braced.

**1864, Thursday, November 3** [ 0:00-9:30 hrs]

[wind and weather in excel-sheet]. At 7 o’clock started to make steam, had steam at 9 o’clock. At 9:30 hoisted the anchor and steamed that way along the western side of **Hongkong** between **Hongkong** and **Green Island** to sea; set sea watch.

[img80989.jpg]

[img80990.jpg]

**F. 233**

**From Hongkong to Batavia**

**1864, Thursday, November 3**

Continued, VM [9:30-12:00]. Steered by observation. Held **Lama Island** and **Lemun Island** on portside, and the island **Liese** and **Samouw** on starboard, put in place top gallant beams, adjusted topsails and *kluiver,* put anchors into place and stuck the anchor chain downwards.

**1864, Thursday, November 3**

AM [12:00-16:00]. At 12:15 steered SW by W, braced a little. At 1 o’clock started to put off steam and put all necessary sails into place, put out the fires, emptied the kettles. Put into place the mainsail, at 1:45 had **Ladronen** at W, we steered SW ½ S, then observed **Aichou** at W ½ E, at 3:35 lost sight of the S. rock of **Asses Lero** in the E by N, saw the small peak of **Larger Ladrono** at N.

**1864, Thursday, November 3**

PV [16:00-20:00]. Took down the beam of the *grietje* sail. This upcoming watch adjusted mainsail and took away the main *bark* sail. At sundown from the top saw mountainous land in the NW.--

**1864, Thursday, November 3**

EW [20:00-24:00]. At 10 o’clock set course SW by S, braced, stowed away sails (details) and adjusted sails (details).

**1864, Friday, November 4**

HW [0:00-4:00]. At 2:30 stowed away cross sail, all well at the Rounds.

**1864, Friday, November 4**

DW [4:00-8:00]. At 5 o’clock put into place the starboard side lower lay sails, stowed the mainsail, adjusted upper lay sails and top gallant sails, braces, fastened the cross sail. - -

**1864, Friday, November 4**

VM [8:00-12:00]. Punished with 2 x 24 hours bent over in chains, straight at night, Mariner 3rd class J C Nedermowe, for disrespectfulness against his superiors, and with 24 hours arrest in discipline hut, Engine driver 3rd class N Edeling, for inappropriate language against the 1st Engine driver and not following given orders. Braced a little, put into place the main rope (*groote schoot*) and starboard side front lay sails.

[img80991.jpg]

[img80992.jpg]

**F. 234**

**From Hongkong to Batavia**

**1864, Friday, November 4**

AM [12:00-16:00]. Braced a little at 2 o’clock, stowed away portside lay sails, put cross sail into place.

**1864, Friday, November 4**

PV [16:00-20:00]. Stowed gear, furthermore nothing of importance happened.

At 7 o’clock:

Northern Star Height 19°47’

Northern St N Lat 18°47’

Estimated N Lat 19° 1’

- - - - -

makes 14’ S

**1864, Friday, November 4**

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

**1864, Saturday, November 5**

HW [0:00-4:00]. Braced square, a little over portside, and then again square, stowed mainsail and crosssail.

**1864, Saturday, November 5**

DW [4:00-8:00]. Adjusted sails (details of sails).

At 5:30 hrs:

Northern Star Height 17°44’30”

Northern St N Lat 18°0’30”

Estimated N Lat 18°14’30”

- - - - -

makes 14’ S

**1864, Saturday, November 5**

VM [8:00-12:00]. This past watch steered South, stowed starboard sails, adjusted sails (details).

**1864, Saturday, November 5**

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

**1864, Saturday, November 5**

PV [16:00-20:00]. Put *kluiver* into place, braced whenever possible.

At 7:05 hrs:

Northern Star Height 17°40’

Northern St N Lat 16°39’

Estimated N Lat 16°54’30”

- - - - -

makes 15’30” S

**1864, Saturday, November 5**

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

**1864, Sunday, November 6**

HW [0:00-4:00]. Braced square and then again a little, furthermore nothing of importance.

[img80993.jpg]

[img80994.jpg]

**F. 235**

**From Hongkong to Batavia**

**1864, Sunday, November 6**

DW [4:00-8:00]. Nothing of importance happened.

At 5:00 hrs:

Northern Star Height 15°26’30”

Northern St N Lat 15°36’30”

Estimated N Lat 15°58’30”

- - - - -

makes 22’ S

**1864, Sunday, November 6**

VM [8:00-12:00]. Reading out of the ship’s articles at 9:30, inspection of ship and Crew.

**1864, Sunday, November 6**

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

**1864, Sunday, November 6**

PV [16:00-20:00]. Braced a little, stowed front *bark* sail and *kluiver* sail.

At 7:15 hrs:

Northern Star Height 14°46’

Northern St N Lat 13°40’30”

Estimated N Lat 14°0’0”

- - - - -

makes 19’30” S

**1864, Sunday, November 6**

EW [20:00-24:00]. At 8:30 stowed *bezaan* sail, braced square, stowed portside front upper and top gallant lay sails, folded cross sail. At 10 o’clock stowed main top gallant lay sails against showers; at 11:30 braced a little over starbaord. Adjused cross sail again, hoisted stag sail and fastened *kluiver* sail.

**1864, Monday, November 7**

HW [0:00-4:00]. At 3 o’clock stowed lay sails agains a shower, then again adjusted lower lay sails and front top gallant sails.

**1864, Monday, November 7**

DW [4:00-8:00]. At daybreak adjusted main upper lay sails, at 7:30 adjusted upper lay sails and took down stag sail.

At 4:15 hrs:

Northern Star Height 12°40’

Northern St N Lat 12°30’

Estimated N Lat 13°5’

- - - - -

makes 35’ S

**1864, Monday, November 7**

VM [8:00-12:00]. At 8:30 stowed portside lay sails and steered SSW. Punished with 24 hours bent over in chains, straight at night, Mariner 3rd class J H J Vreeken, for not following given orders.

**1864, Monday, November 7**

AM [12:00-16:00]. Slowly adjusted portside lower- and upper- lay sails.

[img80995.jpg]

[img80996.jpg]

**F. 236**

**From Hongkong to Batavia**

**1864, Monday, November 7**

PV [16:00-20:00]. Put into place *bram* lay sail and mainsail, replaced *stag* sail with *kluiver* sail.

**1864, Monday, November 7**

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

**1864, Tuesday, November 8**

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

**1864, Tuesday, November 8**

DW [4:00-8:00]. At 6 o’clock steered SSW ½ W, put into place *bram* lay sails, mainsail, fastened *kluiver* sail.

At 5 hrs:

Northern Star Height 9°4’

Northern St N Lat 9°12’

Estimated N Lat 9°48’

- - - - -

makes 36’ S

**1864, Tuesday, November 8**

VM [8:00-12:00]. This watch steered S by W, braced a little over starboard, hoisted *kluiver* sail, held exercises with the guns, adjusted *bezaan* sail, due to the rolling of the ship were not able to exercise at the battery.

**1864, Tuesday, November 8**

AM [12:00-16:00]. Held exercises with sables for the untrained.

**1864, Tuesday, November 8**

PV [16:00-20:00]. Put into place mainsail, furthermore nothing of importance happened.

At 7 hrs:

Meridian Height 76°59’

Mer. N Lat 7°47’

Estimated N Lat 7°51’

- - - - -

makes 4’ S

**1864, Tuesday, November 8**

EW [20:00-24:00]. Put into place front *bark* sail, at 11:30 stowed *bezaan* sail for upcoming shower.

**1864, Wednesday, November 9**

HW [0:00-4:00]. At 1o’clock the wind diminshed, we braced a little, stowed lower- and topgallant- lay sails.

**1864, Wednesday, November 9**

DW [4:00-8:00]. Braced to the incoming wind. Adjusted top gallant lay sails and front lay sails.

**1864, Wednesday, November 9**

VM [8:00-12:00]. Held theory class at the battery, furthermore nothing of importance happened.

[img80997.jpg]

[img80998.jpg]

**F. 237**

**From Hongkong to Batavia**

**1864, Wednesday, November 9**

AM [12:00-16:00]. Braced a little, held inspection of weapons.

**1864, Wednesday, November 9**

PV [16:00-20:00]. Stowed away lower lay sails, braced. Put in place main bark-sail, *bezaan* sail and *stag* sail. At 5 o’clock put up chimney, made steam, at 7:15 had enough steam, increased speed up to 40 turns, fastened sails. --

**1864, Wednesday, November 9**

EW [20:00-24:00]. At 10 o’clock increased to full speed.

**1864, Thursday, November 10**

HW [0:00-4:00]. Put and stowed *bark* sails and jib whenever necessary.

**1864, Thursday, November 10**

DW [4:00-8:00]. At 5 o’clock steered South, adjusted topsails and *bezaan* sail, at 5:30 steered SSW. At 7:30 saw land in the SW by W ½ W. This past watch stowed the square sails. - -

**1864, Thursday, November 10**

VM [8:00-12:00]. Adjusted jib and topsails, the wind turning to NNE, therefore stowed *bark* sail, *bezaan* sail and lowered *stag* sail. Braced full, lowered cross sail on the side. This past watch again adjusted cross sail, passed one around the N lying Eng steamship de ***Whuper***; saw land in the SW – SW by W ½ W.

**1864, Thursday, November 10**

AM [12:00-16:00]. Put into place longship sails whenever necessary. Passed one scooner brig sailing around the N. Saw land of the NW-W, observed it to be **larger Natuna**. Past watch observed **Senorbing** at NNW ¾ W, southern peak at W by N. --

**1864, Thursday, November 10**

PV [16:00-20:00]. Adjusted main top gallant sails. At sundown observed the most Southern peak of **Natuna** at NW ½ W. At 7:30 adjusted main *bark* sail and *bezaan* sail.

**1864, Thursday, November 10**

EW [20:00-24:00]. At 9:15 had sight of **Seraga** in the SE ¾ S; this past watch had **Siraga** at E ½ S.

[img80999.jpg]

[img81000.jpg]

**F. 238**

**From Hongkong to Batavia**

**1864, Friday, November 11**

HW [0:00-4:00]. At 1 o’clock observed Sirasa in the E ½ N, braced on the wind.

**1864, Friday, November 11**

DW [4:00-8:00]. Braced a little, furthermore nothing of importance happened.

**1864, Friday, November 11**

VM [8:00-12:00]. [F] This coming watch stowed the sails. At 1 o’clock saw land in the SW by W, and SE by E, observed it to be **Tambilan**, the latter in front of the **Peak of Montrado**; changed course to SSE. At 3 o’clock changed course to South and had sight of **Lamoekoetan**. This past watch observed **Montrado Peak** ESE 5/8 E, **Lamoekoetan** SE by E 1/8 E, **Tambilan** W by S.

[F] AM watch

**1864, Friday, November 11**

AM [12:00-16:00]. [F] At 9:10 took down jib and *bark* sail, took down *stag* sail, braced when necessary. Stopped and again adjusted sails, top gallant sails, and braced whenever necessary.

[F] This is the VM watch

**1864, Friday, November 11**

PV [16:00-20:00]. Put longship-sails into place. At 5 o’clock observed **Tambilan** at West. At sundown from the top land in the S by W ¼ W, observed it to be **Direction Island**. Observed at the same time **Mentrado Peak** at East and **Tambelan** W ½ N. Changed course to S by E.

**1864, Friday, November 11**

EW [20:00-24:00]. At 10:30 had the island of **Datoe** at SE by E, at 11 o’clock steered around the SE by E ½ E, adjusted jib. This past watch had **Direction Island** SW by W ½ W, and **Datoe** SE by E.

**1864, Saturday, November 12**

HW [0:00-4:00]. Stowed jib and longship sails against dropping winds. At 3:50 having (island) **Datoe** at SSW, steered SE. - -

**1864, Saturday, November 12**

DW [4:00-8:00]. At 6 o’clock again made full speed. Then saw **Datoe** at W by N, the hills of **Pontianak** NE ¾ E, then steered East. Passed a steamship coming towards us and a junk. At 3 o’clock saw several ships on the **quay**, fastened jib. At 7 o’clock steered E ½ N. This past watch saw high hills at NE ½ N.

**1864, Saturday, November 12**

VM [8:00-12:00]. Steered towards the **Quay of Pontianak**, at 9:30 stopped, and dropped anchor in 6 *fathom* of water and 15 *fathom* of SB anchor. The commander went off board to one of the ships lying on the quay. At 10:30 hoisted anchor, slowly adjusted to full speed, steered SW. This past watch had **Datoe isl**. W by N. –

[margin, left]

Signalled to a merchant vessel (*koopvaardijschip*) on the quay of **Pontianak** : 2389. Signal back 38.

*Anchor observation*

Island of Tomatjo NW by N

Exit of river ESE

Highland of Montrado NNE ¾ E

[img81001.jpg]

[img81002.jpg]

**F. 239**

**From Hongkong to Batavia**

**1864, Saturday, November 12**

AM [12:00-16:00]. Fastened the sails and braced the beams at the wind; this past watch observed **Datoe** N by W ½ W, put longship sails into place whenever necessary.

**1864, Saturday, November 12**

PV [16:00-20:00]. At 5:30 **Datoe** at North, we steered SSW, at 6 o’clock had **Datoe** at N ½ E, lost it out of our sight at 6:30. Put longship-sails into place whenever necessary.

**1864, Saturday, November 12**

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

**1864, Sunday, November 13**

HW [0:00-4:00]. Put fire sprayer (*brandspuit*) into place, furthermore nothing of importance happened.

**1864, Sunday, November 13**

DW [4:00-8:00]. At 4 o’clock steered SSE. At sunrise from the top saw a ship. At 6 ¼ we seemed to have sight of the land of **Karamatta** in the SE ½ E, at 7:15 we proceeded slowly, not having any view because of a shower. Measuring depth 25 and 26 *fathom*.

**1864, Sunday, November 13**

VM [8:00-12:00]. Bracing the beams over starboard, measured depth 24-27 *fathom*; at 9:30 again slowly increased up to full speed, steered at 11:35 SE, this past watch thought to see land in the ESE.

**1864, Sunday, November 13**

AM [12:00-16:00]. Coming watch had sight of land; steered through the rainy weather close to the shore, observed the land of **Soroeto** and **Karimata**, had **West Seroeto** on N by E ½ E, steered at 1:30 East, adjusted the sails. Past watch observed **East Karimata** on North and West point **Serveto** on NW ¾ N – makes 1°59’ S Lat and 108°52’ E Lon, started ‘*bestek’* [observations].

[margin left]

Measuring depth:

1” 26 fathom bl mud

2” 20 fathom sandy [ocean] floor (‘*zandgrond’*)

2,5 20 fathom ,, ,,

**1864, Sunday, November 13**

PV [16:00-20:00]. Coming watch steered SE by S, put away the sails, braced the gear at the wind. At sundown observed the eastern corner of **Karimata** at N ¾ W and West corner **Seroeto** at NW ¾ N. Lost sight of land when night fell; at 7 o’clock adjusted the longship sails.

**1864, Sunday, November 13**

EW [20:00-24:00]. Passed one barge lying around the South.

**1864, Monday, November 14**

HW [0:00-4:00]. Lost sight of the barge, this past watch adjusted jib.

[img81003.jpg]

[img81004.jpg]

**F. 240**

**From Hongkong to Batavia**

**1864, Monday, November 14**

DW [4:00-8:00]. At 4:30 steered South, adjusted topsails. At 6:30 stowed the square sails and fastened them.

**1864, Monday, November 14**

VM [8:00-12:00]. Upcoming watch steered SSW, at 9 o’clock set course to S, at 9:15 changed course to SW. Measured depth 23 fahom of sandy ground, held theory about duty with the junior officers. Braces and adjusted sails whenever necessary.

**1864, Monday, November 14**

AM [12:00-16:00]. Put into place and stowed square sails and longship sails whenever necessary.

**1864, Monday, November 14**

PV [16:00-20:00]. Upcoming watch adjusted topsails, furthermore nothing of importance.

**1864, Monday, November 14**

EW [20:00-24:00]. Stowed sails and fastened them.- -

**1864, Tuesday, November 15**

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

**1864, Tuesday, November 15**

DW [4:00-8:00]. At 5 o’clock started to slow speed. --

**1864, Tuesday, November 15**

VM [8:00-12:00]. Took down top gallant sails, this past watch saw land and several vessels in the S by W and SW by S.

**1864, Tuesday, November 15**

AM [12:00-16:00]. Upcoming watch steered West. At 2 o’clock had **Krawang** at S by W ½, then steered SW. Adjusted the square and longship sails. Hoisted flag and pennant. Took down *stag* sail, loosened [things] at the battery, and made all preparations for arriving at the quay (‘*reeklaar’*). Successively had sight of **Alkmaar**, **Edam**, **Enkhuizen** and **Hoorn**. - -

[img81005.jpg]

[img81006.jpg]

**F. 241**

**At the Quay of Batavia**

**1864, Tuesday, November 15**

PV [16:00-18:00]. Steered by directions of the Commander past the islands of **Edam**, **Hoorn**, **Alkmaar**, **Enkhuizen** and between **Leiden** and **Vader Smit** to the **Quay of Batavia**. At 5:15 we stowed away the sails, fastened them, and topped square, hoisted the speaking pennants and furthermore prepared the ship for the quay. At 6 o’clock we dropped anchor in 5,5 fathom and 15 fathom of chain of portside anchor by observation.

Harbour fire **Batavia** S 15° E

Corner **Krawang** S 85° E

Island **Onrust** N 65° E

[img81006.jpg]

**1864, Tuesday, November 15, Continued**

The wind S, flaauw in strength, ligthly cloudy and fair. Saluted the Admiral’s flag with 15 shots, which were answered by 13 shots. The Commander went off board in order to make a visit to the Commander of the Naval Powers (‘*Commandant der Zeemagt’*). Gave out extra liquor.

**1864, Wednesday, November 16** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. During the day working on cleaning the ship and the engine. Arriving on the Quay 8 Dutch merchant ships (‘*koopvaarders*’)

**1864, Thursday, November 17** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. To hospital sailor 1st class M van Vliet, sailor 2nd class J A Veltman, sailors 3rd class W H C van der Land, J H Rector, P Brinkman and mariner 3rd class D van den Berg, as well as inland junior sailor Aboe. Working on tidying up the gear and cleaning ship and engines.

**1864, Friday, November 18** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Painted inside the haul, checking and polishing of weapons. Obtained 15000 Dutch jugs of drinking water.

**1864, Saturday, November 19** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. To hospital bottler (‘*bottelier*’) J. Kapteijn and Mariner 2nd class H Obbes, made general clean ship, in the AM [12:00-16:00] inspection of weapons; --

**1864, Sunday, November 20** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of Crew and furthermore day of rest. Arriving on the Quay 2 merchant vessels, gave out extra liquor at 4 o’clock.

**1864, Monday, November 21** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Did ship’s work during the day.

**1864, Tuesday, November 22** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Cleaned ship and battery.

**1864, Wednesday, November 23** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. To hospital sailor 3rd class J Schouten, and mariner 1st class J A Gerritsen; - at 7:30 welcomed on board with all necessary honours His Excellency Vice Admiral Commander of Naval Powers and Marine Inspectors here, held inspection of Ship and Crew, exercised with the sails, made alarm and exercised with the handguns, held parade in attire, the Commanders had theory class, the lesser crew splitting and tying ropes and at School. At 9:30 had everybody on deck, and then His Excellency […]

[img81007.jpg]

[img81008.jpg]

**F. 242**

**At the Quay of Batavia**

**1864, Wednesday, November 23, continued**

[…] Vice Admiral May made known his high level of content about the held inspection, and yelled threefold “Long live the King”, - - thereafter His Excellency used heartfeld words to express towards the Commander *Etat Major* and Crew about the attitude in the waters of Japan at the attacks of Simonoseki and suggested His Exc. to yell three times “Long live the Commander and the Officers”. – The Commander thanked His Excellency the Vice Admiral on behalf of *Etat-major* and Crew and subsequently yelled three times “Long live the Admiral”. Gave out extra liquor on the clock. When leaving the ship we saluted the Admiral with 15 shots, which was thanked for by His Majesty’s Duty ship. In the AM took down the sails, then topped and braced square.

**1864, Thursday, November 24** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Working on weaving new runners into the back barge pulleys, aired the steerman’s necessities, held school, stowed away cannon bullets. One Commission came aboard in order to check the hard Bread, paid out 1,5 month of wages to the Crew.

**1864, Friday, November 25** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Leaving the Quay 2 merchant vessels. – Held medical inspection. Arriving on the Quay the Steamer ***Oenarang***. During the day did some ship’s chores.

**1864, Saturday, November 26** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Arriving on the Quay HM Steamship ***Bromo***, with on board the SBN (real admiral, ‘*Schout bij Nacht*’) Fabius, Commander went from board in order to welcome the authority just mentioned, in the AM inspection of weapons. Leaving the Quay to **Onrust** HM Steamship ***Bromo***, after bringing the SBN to the shore by one Government steamboat with the usual honours. Arriving on the Quay 2 merchant vessels and the Government Steamer ***Java*** from Singapore with the European messages of October 16. Gave out extra liquor.

**1864, Sunday, November 27** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Transferred to the roll of HM’s transport vessel ***De Heldin***: skipper J de Vogel, held inspection of Crew, furthermore day of rest. In the AM arriving on the Quay the Mailboat.

**1864, Monday, November 28** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held exercises with guns, furthermore did ship’s chores, checking and airing of granades. Leaving the Quay 2 Government Steamers, and dropping anchor at the Quay from **Onrust** HM Steamship ***Bromo***.

**1864, Tuesday, November 29** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Transferred to the Roll of ***Juno***: 2nd sick nurse (ziekenoppasser) F. Rombout. On board the Captain and Marine Lieutenant of the duty vessel in order to do inspection of the detachment. Exercised at the battery. Starting in October promoted to bottler’s mate, sailor 3rd class J Burghoud; promoted to sailor 2nd class sailor 3rd class H Koot and M A Hulsman, and [promoted] to sailor 3rd class junior sailor H A Heyt, J L Klamer, P J Clowting, A C Goud, C M Greven, J Schouten, P L Levering, C Koster and N van Wijk, and from 1 […]

[img81008.jpg]

[…] December [promoted] to *quartermaster* junior boatman 1st class P G van den Hoek.

**1864, Wednesday, November 30** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Exercise for the untrained with guns; then exercises at the battery. Did ship’s chores, in the AM held inspection of weapons. Arriving on the Quay 3 Dutch and 1 English Merchant Vessels.

**1864, Thursday, December 1** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. At 9 o’clock arriving on board the Directing Officer of Health and the Inspector of Marine Administration, in order to hold inspections of respective services. Held exercise at the battery, then did ship’s chores. Paid out the Crew ½ month of wages.

**1864, Friday, December 2** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Going to the hospital Sailor 3rd class D Weermeijer and Corporal J Sorel; held medical inspection; in the AM arriving on the Qay 1 Dutch steamboat. Tried in vain to take off the propeller axis.

**1864, Saturday, December 3** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. To the hospital quartermaster J G Doesburg and sailor 3rd class J L Klamer. Arriving on the Quay the Dutch steamer ***Batavia*** from **Padang**. Paintwork inside and outside board.

**1864, Sunday, December 4** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Held inspection of ship and Crew, furthermore day of rest; --

**1864, Monday, December 5** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 40 hits of the hand dagger in front of the grille: inland junior sailor Mohamed for theft; held exercise with the cannons; furthermore did ship’s chores. Arriving on the Quay 3 Dutch merchant vessels, as well as the steamer ***Singapore***.

**1864, Tuesday, December 6** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 x 24 hours bent over in chains, straight at night on W and Br: sailor 3rd class J J Frey for selling bedding and clothes. Cleaned the chains and chain boxes.

**1864, Wednesday, December 7** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Dismissed from sea duty for end of duty inland firestoker 2nd class Arimin and inl. junior sailor Karidin III; held general exercise at the battery. Leaving the Quay the mail steamers ***Ambon*** and ***Singapore***. Dismissed from hospital sailor 3rd class J Schouten and Mariner 2nd class H Obbes. Arriving on the Quay HM steamship ***Bromo***. Saw the same ship leaving again for the island **Kuiper**.

**1864, Thursday, December 8** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 2 x 24 hours bent over in chains, straight at night, on water and bread: sailors 1st class H Havega and W F Schul and 2nd class F Veenstra […]

[img81009.jpg]

*[no folio number, probably 243]*

**1864, Thursday, December 8, Continued**

[…] for staying behind of shore leave. Read out a day order of His Excellency Admiral J. May, after hoisting the flag, the duty ship took down the flag from the front mast, saluted with 15 shots, then read out a day order of the Rear Admiral (*Schout bij Nacht*) G Fabius, after that the duty ship hoisted the flag in the top crossmast, then we saluted this flag and the duty ship with 13 shots, after which we were thanked by the latter ship with 11 shots. Gave out extra liquor. Let the Crew perform ship’s chores. Arriving on the Quay 2 Dutch, 1 Hamburger and 1 French Merchant Vessel.

**1864, Friday, December 9** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Punished with 24 hours bent over in chains, straight at night, on water and bread, the junior sailor A Visser for disrespectfulness agains his superiors. Held inspection of health. Arriving on the Quay 2 Dutch merchant vessels.

**1864, Saturday, December 10** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. In the evening rain from the SE. Made general clean ship and did paintwork inside and outside board.

**1864, Sunday, December 11** [ie 0:00-24:00 hrs]

[wind and weather in excel-sheet]. Coming aboard the Marine Lieutenant Captain R W G Arendsen de Wolff to take over the command [of the ship]. The Etat-major was introduced, held inspection of ship and crew, then had all of the crew come on deck, after which the command was transferred. Marine Lieutenant Captain Jhr F de Casembroot gave a warm speech to the Crew, wishing the new Commander well, whereafter the latter thanked him and speeched for the Crew. Gave extra liquor.

At 11 o’clock the Crew were given a speech by Marine Lieutenant Captain de Casembroot, he thanked the Etat-major for the sincere cooperation he was given at all times, then a ‘*Long live the King’* and a threefold *hurray* and a threefold *hurray* for the stepped-down Commander; the First Officer, the official representing Etat-major and Crew thanked him, thereafter His Excellency said his goodbye and left from board. When he was leaving, he again was thanked with a threefold *hurray*, we gave out extra liquor as well.

No more folios,

**End of MEDUSA 3020 LOGBOOK, end for 1864.**