

Diary of John GREGG (Carpenter) kept on the convict ship YORK during the voyage from England to Western Australia, 19 September 1862 – 31 December 1862.

Where a word is unclear or entirely indecipherable [?] is used.

All definitions are either from The Shorter Oxford English Dictionary (1975) or the Macquarie Dictionary (2005).

Capital letters, spelling and punctuation retained as per the original handwritten diary.

Inclusions from transcriber appear in square brackets.

Ship "York"

[p1]

Signed articles Tuesday September 16, The crew ordered on board on the 19th, which order was obeyed accordingly, after clear(n)ing the decks etc went on shore again till the morning of Saturday Sept. 19th when The ship unmoored and left Deptford. Carpenter employed, clear(n)ing the windlass¹, rigging the accommodation ladder, getting fenders in, & stowing his stores away.

September 21st Sunday being underway attending the windlass and assisting generally.

Monday September 22nd employed making a few alterations in the cabins of the Surgeon and the Religious Instructor such as fitting bookshelves swing lamps, cleating chest and cases.

Tuesday the 23rd carrying out the instructions of the Surgeon with regard to a few precautions necessary to the safe custody of the convicts of whom 80 were received and shipped from Chatham, the ship at the time being brought up at the Nore.

Weighed anchor the same day and proceeded on our course for the [?] where we anchored.

Wednesday the 24th got under weigh, saw the windlass all clear and then done a few more jobs for the Surgeon and Chaplain

Thursday the 26th [25th ?] The early part of the day employed in the Troop's Hospital securing the Water Filter, fitting a few shelves, cleats² etc in the afternoon assisting to work ship etc.

Friday 27th [26th ?] arrived in Spithead brought up and after seeing the windlass secure & cables ranged Made a locker to stow the more valuable nails etc in, in order to keep them out of the reach of the Convicts and Soldiers.

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Saturday Sept 27th stowing away pump gear, nailing in canvas to protect the Fowls in the coops, securing the tween deck stern Ports and Mooring pipe plugs ---

Sunday 28th attended Divine service in the Forenoon in the afternoon took the Fire engine (which had refused duty) to pieces remedied the defects, and screwed it together again assisted by the Boatswain ----

Monday the 29th in the Forenoon employed lashing up & labelling Capt Redpath's effects etc preparatory to his leaving the ship; in the afternoon clearing a few scuppers³ in the tween deck

1 A device for raising weights etc., usually consisting of a horizontal cylinder or barrel turned by a crank, lever, or the like, upon which a cable, or the like winds, the pouter end of the cable being attached directly or indirectly to the weight to be raised or the thing to be hauled or pulled.

2 A small wedge shaped block; a piece of wood nailed down to secure something; a piece of wood or iron fastened across anything to support

3 An opening in the side of a ship at or just below the level of the deck, to allow water to run off

scuttles.⁴

Tuesday 30th got under weigh & the wind being ahead, was principally employed, at my station working the Main Tack ---

Wednesday October 1st employed working ship & in the intervals endeavouring to plug up the hawse⁵ holes in order to keep the galleys of the convicts & Guard from being rendered inserviceable

Thursday October 2nd at 3 am The Main topsail tie carried away there being at the time a strong breeze & rather heavy sea, got it refitted by 4 am & set the Topsail, got into Portland, brought up and set everything snug for the occasion ---

Friday the 3rd Took in 133 more convicts at noon and then commenced to fit iron cleats on the jibboom⁶ to prevent the jib stay coming in, finished it by dark ---

Saturday the 4th making & fixing wooden bars on the outside of main deck Ports to prevent the convicts opening them, making places to keep the lantern Hatchways in, making a steep [?] & butcher's block for the use of Guards & Convicts, secured the prisoner's punishment box, cleated the shifting Top Gall⁷

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bulwark, & stowing ladders etc to clear the deck for Sunday.

Sunday the 5th From 7am to 9 ditto fitting the jolly boat with thole⁸ pins, to prevent the necessity of using the gig's iron rowlocks which were fast destroying the boat's gunwale ---

Monday the 6th Barring in & securing the Ports in Top Gallant Forecastle⁹, Fitting lids to Convicts and Troop's water casks, making washing tubs for ditto, cleating the iron chest on the Poop¹⁰, the medicine chest in the cuddy¹¹, fitting the clapper in the Poop bell. In the evening Took the draught of water which was, 18ft 1 Forward & 17ft 5 in aft ---

Tuesday the 7th Fitted up a berth for the steward, made the galley so as to be able to effectively secure it against the depradations of all intruders, Repaired the cutter's gunwale¹² etc.

Wednesday the 8th The Government officials had fitted a grating in Fore scuttle¹³ to prevent the convicts reaching up to the lantern, which however proved ineffectual, so that another one was necessary, which they attempted to fit & after seven or eight naval officers surveying it passing their opinions & making suggestions after which a contracting [?] came & took his dimensions went away again & sent the bars which upon trial were found to be too big, upon which I had to go on board HMS Colossus, from there to the [?], with the proper dimensions, which proved to be right, returned on board at 10 am and got under weigh at 11 am, employed Tacking ship and clearing up

4 A square or rectangular hole or opening in a ship's deck smaller than a hatchway, furnished with a moveable cover or lid, used as a means of communication between deck and deck; also a similar hole in the deck or side of a ship for purposes of lighting, ventilation etc.

5 The part of a ship's bow having holes for the cables to pass through

6 A spar forming a continuation of a bowsprit. Jib – the triangular sail set in front of the forward (or single) mast

7 Topgallant (one word) the spars and rigging next above the topmast, in a square rigged vessel

8 Thole: a vertical pin or peg in the side of a boat against which in rowing the oar presses as the fulcrum of its action.

9 The forward part of a ship, comprising the bow and areas in its immediate vicinity

10 The enclosed space in the aftermost part of a ship, above the main deck

11 A small cabin situated under the Poop Deck, often used by on-duty Sentries when seeking refuge from severe wind, rain squalls, and ocean spray

12 The upper edge of a vessel's or boat's side

13 A small rectangular opening in a ship's deck, with a movable lid or cover; a similar opening in a ship's side (Macq)

for the rest of the day, also received general orders concerning the routine to be pursued during the passage with regard to the pumps, fire engine etc.---

Thursday the 9th Inspected the spars aloft & the tween deck scuttles, made a trap door in the main deck barricade, stopping a leak in the cuddy, unshackled the cables, put the hawse plugs in, made

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a box for the warders to keep the knives & forks of the convicts rigged the fire engine. Sounded the well etc.---

Friday the 10. At 3 am on lowering the Fore Topsail Yard for reefing¹⁴, the parrel¹⁵ carried away in the [2 ? words] got it temporarily refitted by 7 am, then fitted a bed board for the captain, and fitted a lid to crew's water cask. Tacked ship. 6 pm sounded the well, rigged the fire engine etc. ---

Saturday the 11th. Made a platform from Convicts Water closet to the Forecastle on the Starboard Side, all the rest of the day fitted up the captain's cabin, in the dogwatch¹⁶ inspected the makeshift parrel, pumped ship, rigged the Fire engine, saw the scuttles in tween decks secure Tacked Ship & one of the convicts caulked the hawse plugs in ---

Sunday the 12th Turned out with the hands to reef topsails there being a stiff breeze and heavy sea at the time, the main sail having blown away at Midnight. Pumped ship at 7 bells¹⁷, the rest of the day making alterations in crew's quarters ---

Monday the 13th Fitted an [?] and lock to cabin sideboard, repaired crew's water cask inspected lower deck scuttles, which occupied the Forenoon, in the afternoon stopped a few leak's forward, made some lids for water casks, on going aloft to look at the make shift parrel of Fore topsail yard, found the lashings slack and a deal of chafing in consequence, whilst aloft repairing it an uproar took place, through one of the convicts being intoxicated, so far as to require confining in the punishment box, upon taking hold of him, a general disturbance occurred upon which the guard and crew stood to arms, and prepared to fire, which however was dispensed with and the usual order happily restored ---

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Tuesday October 14th Employed fitting ladders in the steerage for guards, screwing up the bolts in the parrel of For Topsail Yard & assisting to shorten sail, in the Forenoon the [?] of Jib stay carried away which however the boatswain¹⁸ & crew secured, pumped ship in the dogwatch, & rigged the Fire engine ---

Wednesday the 15th In the morning watch the Fore top mast stays carried away, the crew employed Watch & Watch all day fitting new ones myself fitted a man rope stanchion to main hatchway, made a false bottom to carpenter & boatswain's locker and stowed the gear away, pumped ship in the dog watch & rigged the Fire engine also shook a water cask in the forenoon ---

Thursday the 16th Made a pair of scales for weighing the convicts' & troop's meat etc repairing buckets ---

14 Reef a part of the sail which is rolled and tied down to reduce the area exposed to the wind; to shorten sail by tying in one or more reefs; to reduce the length of (a topmast or bowsprit etc.) as by lowering, sliding in, or the like.

15 A sliding ring or collar of rope, metal etc., which confines a yard or the jaws of a gaff to the mast but allows vertical movement.

16 Either of two short watches ...from 4 to 6pm and from 6 to 8pm introduced to effect changes in watches kept on consecutive days

17 Bell – the half-hourly subdivisions of a watch of four hours, each being marked by single or double strokes of a bell

18 A petty officer on a merchant vessel in charge rigging, anchors, cables etc.

Friday the 17th Made a platform from the Convicts' water closet to Forcastle on the Port side took out three deck lights, releaded them and put them in again, altered three hawse buckets for drawing water in. made some bungs to convicts water casks. pumped ship & rigged the Fire engine in the dog watch ---

Saturday the 18th Before breakfast inspected & oiled down aloft found the pin out of the parrel¹⁹ of Top Main Gallt Yard, fitted another, made a dog [?] for main royal mast head, made a stool for the accommodation of the guard, & also two small ditto for myself & boatswain, put a 'T' hinge on one of the convicts' tables, fitted a screw eye for [?] up the cots in convicts hospital, repaired the jealousy²⁰ in Troop's hospital, fitted a main rope stanchion to Quarter hatchway in place of one which was carried away the day before, got one of the convicts to repair some lamps & the [?] of the Fire engine, pumped ship & rigged the Fire engine in the dog watch ---

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Sunday the 19th Before breakfast bored some hole in the Fire engine box and sounded the well, after breakfast the weather being fine opened the tween deck scuttles, at 10.30 am attended Divine service on the Poop, in the dog watch sounded the well & rigged the fire engine ---

Monday the 20th The island of Madeira at daylight, in the fore noon made two outriggers for swing lamps in the Sergeant Major and Warder's cabins, made a knife box for convicts, overhauled tween deck scuttles, made a flap in the starboard side of barricade. repaired a small fresh water pump, being assisted during the day by a convict named Watson, in the dog watch pumped ship & rigged the Fire engine.

Tuesday the 21st Before breakfast went over the mast heads and inspected the parrels, trusses etc in the Forenoon refitted another small pump and trimmed some boards ready for use, in the afternoon, put some chafing battens on the stern of cutter, pumped ship & rigged the fire engine in the dog watch, being assisted as usual by the convict Watson ---

Wednesday the 22nd Fitted some shelves and partitions in the stewards pantry, made hadles & lids to four hawse buckets, refitted the head pump & secured the tween deck scuttles fore & aft, in the dog watch rigged Fire engine & pumped ship being assisted by the convict Watson who is by this time officially installed as Carpenter's mate until further order so that his name will need no further mention ---

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Thursday the 23rd On going over the Mizzen Mast²¹ before breakfast, found the Mizzen top gallt yard condemnable reported it accordingly & got orders to commence a new one as soon as possible, then got a large fender out of the hold to make a chock to secure [?] top sail yard to the [?], and continued to work at it till clear up time, then rigged the Fire engine & pumped ship in the dog watch ---

Friday the 24th Pumped ship at seven bells for the rest of the day employed about the chock for parrel of Fore topsail yard in the dog watch sounded the well & rigged the Fire engine

Saturday the 25th In the Forenoon made and repaired some seats for the soldiers & then commenced an arm rack round the Mizzen mast, pumped ship in the morning, rigged the Fire engine in the dog watch ---

19 A band of rope, chain or iron collar by which the middle of the yard is fastened to the mast

20 Jalousie - a blind or shutter made with slats fixed at an angle

21 The aftermost mast of a three-masted vessel, or the third on a vessel with more than three masts

Sunday the 26th Pumped ship at 7.30 am and the weather being fine attended divine worship on the Poop in the Forenoon ---

Monday the 27th Went over the spars & pumped ship before breakfast & then as the wind was right aft & steady put four cleats on jib boom to secure the stay, two convicts being unruly & quarrelsome, had to put them in leg irons, at 12.30 assembled at general quarters, my helpmate Watson being all day employed boarding over the chain lockers in the tween decks, done a few odd jobs in the afternoon such as fitting bolts & forelocks²² etc, in the dog watch sounded the well and rigged the Fire engine ---

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Tuesday the 28th Before breakfast opened the tween deck scuttles, then fitted a steer oar in the life boat the rest of the day employed employed building a sheep pen in the Top gallant Forecastle, pumped ship in the morning closed the scuttles, rigged the Fire engine & sounded the well in the dog watch ---

Wednesday the 29th Pumped ship before breakfast & battened down the scuttles of the long boat, the Forenoon & latter part of the day being very squally & wet could not do much with the tools, turned too to stow away some gear & iron work, rigged the air pump for the convicts, which however broke down after about 20 minutes spell, so was obliged to take it all to pieces to get at the defect, in the dog watch sounded the well & rigged Fire engine ---

Thursday the 30th Pumped ship before breakfast, and the rest of the day employed about the air pump which required a new inside altogether, took the irons of the two convicts, (before mentioned) at seven bells in the Forenoon, in the dog watch sounded the well & rigged the Fire engine, after eight o'clock, it being considered safe to do so, opened all the tween deck scuttles for & aft, at 9.30 am alarm & cries of murder heard amongst the convicts which however, on investigation turned out to be a practical joke carried rather too far ---

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Friday the 31st With the exception of a few small jobs employed all day at the air pump got it finished about 6.45 pm and had the satisfaction of seeing it work admirably well. I must not omit mentioning the capture of a shark (about seven feet long) by some of our people, which amongst so many people caused quite a sensation, in the dog watch sounded the well and rigged the Fire engine. The ship not requiring pumping this day ---

Saturday November 1st Oiled down the Parrels, Trusses²³, & aloft & the Wheel gear & winches on deck & pumped ship at 7 bells, being very showery all day, could not get on with [?] job, however got a spar fitted along the davits to [?] the belly lashings of the cutter, repaired the after poop skylight & repaired a small fresh water pump the convict, Watson being employed strngthening the prison door in the main hatchway, in the dog watch sounded the well & rigged the Fire engine ---

Sunday the 2nd Before breakfast opened the after hatch for the third mate at 10.30 am attended divine worship on the poop, the weather throughout the day being fine with the exception of a very light shower, & little or no wind ---

Monday the 3rd Pumped ship before breakfast, after that commenced again with the cabin arm rack which had been postponed, for jobs of more moment, during dinner in the cuddy overhauled the

22 A round or flat wedge of iron passed through a hole in the innerend of a bolt to prevent its withdrawal when a strain is placed upon it

23 An iron fitting by which a lower yard is secured to the mast

tween deck scuttles & saw them all clear for closing should a squall come on during the night, in the dog watch sounded the well & rigged the Fire engine ---

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Tuesday the 4th Pumped ship before breakfast, after that, made another attempt at the cabin arm rack, the day being very rainy (however) very little progress was made by 4 pm when it was time to clear up for the cuddy dinner, during which, repaired the lid of the cuddy water cask, after which the weather being squally & the wind coming more ahead. Tacked ship at 6 pm and screwed the tween deck scuttles in Fore and aft, in the dog watch sounded the well & rigged the Fire engine ---

Wednesday the 5th Started at 6 am with the arm rack at 7.30 am Pumped ship, & then continued as before in the cabin until 4 pm then cleared out for dinner & finished the dog [?] & staff for the poop, also made three small cleats for & secured the signal and mast head lamps, in the dog watch sounded the well & rigged the Fire engine, the weather being very fine all day ---

Thursday the 6th Commenced again with the arm rack & continued so employed until 7.50 am then pumped ship turned too after breakfast and continued, with the exception of attending to the scuttles when the ship was put about, or a squall came on, at 12.30 noon the Main Top Gallant [?] carried away had to put two [?] connecting links in it when the sail was again set in the afternoon done a few little jobs such as repairing padlocks, refitting the bars across the harness casks,

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repaired the lid of the cuddy water cask, made some bungs for casks, which added to attending & working the main [?] this day twice, brings 5.30 pm in the dog watch sounded the well and rigged the fire engine ---

Friday the 7th At 3.30 am had to jump out pretty smart & see to the tween deck scuttles in a squall, at 6 am turned to at the arm rack again & continued till 7.30 am then Pumped ship, after breakfast the water closet in the Surgeon Superintendent's cabin being out of order had to take it all adrift to find & remedy the defects, which were not accomplished until 4.30 pm, my mate Watson having taken my pace with the arm rack, then made the props for the windows in the Surgeon's cabin, & a bung for a cask which brought 6.30 pm, stowed the Cuddy Tank pump-away, unrigged & refitted the starboard Main Pump, by 6 pm, in the dog watch sounded the well and rigged the Fire engine --

Saturday the 8th Oiled down and Pumped ship before breakfast after ditto commenced another instalment of the cabin arm rack, at 12 noon Tacked ship in the afternoon unrigged the lead pump and fit a wooden side to the stanchion, and rigged it again, altered a joint shackle for the main Tack before Tacking ship at 6 pm, in the dog watch sounded the well rigged the Fire engine, at 8 pm assembled at Quarters [?] & dismissed by 8.15 am [pm?] The weather being fine all day ---

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Sunday the 9th Pumped ship before breakfast, at 5 bell (10.30 am) attended divine service on the poop, in the dog watch sounded the well and rigged the Fire engine ---

Monday the 10th Before breakfast went over the mastheads and Pumped ship, at 9 am started (with the help of some volunteers amongst the prisoners) to get a spar out from amongst the booms, to make Mizen Top Gallt Yard & continued employed with it all day, my mate the convict Watson being variously but usefully employed with the cabin arm rack, repairing a small fresh water pump, and making three dumb scrapers for cleansing the prison deck, in the dog watch sounded the well & rigged the Fire engine. The weather during this & last few days being fine & clear with a breeze strongly resembling the south east Trades. I must here mention the fact of our having crossed the

line yesterday No(vember) the 9th ---

Tuesday the 11th Before breakfast put a few hoops on washing tubs for the soldiers & their wives, after that Pumped ship at 7.30, after breakfast turned too at the Mizzen Top Gallt Yard & got it as far finished as it was possible to do, until the old one should be sent down which was not deemed advisable whilst such a fine & favourable breeze continued, My mate being

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employed with the arm rack in the cabin until the cuddy dinner time 4 pm, when he cleared & filled up the interval of time with refitting a spirit pump, making a few bungs etc. in the dog watch sounded the well & rigged the Fire engine, the weather being fine all day ---

Wednesday the 12th Before breakfast cleared a few scupper holes, repaired a soldier's washing tub & Pumped ship after breakfast pulled the captain's water closet to pieces but failed to clear the obstruction it being too far removed from reach of a rod or wire, accordingly had to plug the pipe up & dispense with its use for the present, My mate Watson, being variously employed repairing some prison bunks & a few small jobs in the captain's & chaplain's cabins, in the dog watch sounded the well & rigged the Fire engine. The weather throughout the day being very fine, with a fresh breeze from East by South & steering by the wind.

Thursday the 13th Pumped ship before breakfast, after that started again with the arm rack but made little progress with it, on account of having to attend to several other little jobs such as making an iron draw bucket for the convicts, fitting some battens to stow the charts on in the captain's cabin & making a large slice for the convict's cook to stir the coppers with and repairing the soldiers wives & children's water closet, in the

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dog watch pumped ship & rigged the Fire engine, the weather through the day being very fine with a moderate breeze from the East South East ---

Friday the 14th Before breakfast secured all the tween deck scuttles Fore and after, the weather being very squally throughout the day, after breakfast got on again with the cabin arm rack until 4 pm then cleared out for the cabin dinner & filled up the time repairing the fresh water & spirit pumps, in the dog watch sounded the well & rigged the Fire engine the evening coming on very squally ---

Saturday the 15th Before breakfast oiled the trusses and wheel gear and Pumped ship at 7.30 am after breakfast continued with the arm rack till noon when the Main top gallant tie carried away, had to put a link in it when sail was again made, continued variously employed all the afternoon & in the dog watch sounded the well & rigged the Fire engine, the weather being throughout the day very unsettled & the evening closing in with every indication of a strong breeze ---

Sunday the 16th Hands turned out to reef top sails at 3.45 am, at 7.30 am Pumped ship, the weather moderating about noon, sail was again made, no Divine service today the weather not permitting, in the dog

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watch sounded the well and rigged the Fire engine ---

Monday the 17th Started at 6am with the arm rack, and Pumped ship at 7.30 am, after breakfast continued as before & finally finished the rack, which is to contain twenty four muskets and composed of thirty eight pieces my mate Watson doing some little jobs in the captain's cabin, in the

dog watch sounded the well & rigged the Fire engine, a moderate breeze throughout the day from East South East ---

Tuesday the 18th Before breakfast took the size of fillings for the heel of Main Topmast, Pumped ship at 7.30 am, wedged the Topmast, & commenced to dismantle the Fire engine, which was very defective, got in working order by 4 pm, then repaired a small fresh water pump, Sounded the well & rigged the Fire engine in the dog watch, the wind and swell having gradually subsided through the afternoon & evening, at 8.45 pm opened the tween deck scuttles Fore & aft ---

Wednesday the 19th Went over the mast heads at 6 pm at 7.30 Pumped ship, after breakfast cut a scupper hole through the side from the Forecastle head, & fitted a leaden pipe in it, in the afternoon wedged the head of [?] Topmast, & commenced to make some fairleaders²⁴ for main topmast crosstrees, in the dogwatch sounded the well rigged the Fire engine, the weather throughout

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being very fine with a light breeze from Nor Norwest

Thursday the 20th At 6 pm Rigged the Fire engine for washing decks, Pumped ship at 7.30am, after breakfast proceeded with the fairleaders to Main Top Mast head, finished it & fixed an old half round file on the aft side of crosstrees²⁵, in the wake of Top Gallant Tie, in the evening sounded the well and rigged the Fire engine, the weather being still very fine through the day with a light steady breeze from the Nor west, last evening at dark a light seen on the Port bow, & lost sight of it again about midnight ---

Friday the 21st At 3 am the breeze increasing turned out and secured the tween deck scuttles fore & aft, the day breaking very wet, at 6am fitted an iron shoe to the Fore mast shroud of Main Topmast rigging. Pumped ship at 7.30am, the rain increasing, brought a shift of wind which gradually hauled to the southward, the rain continuing, turned too and renailed & overhauled the sleeping bunks of the convicts, continued so employed until 4 pm, at 6 pm Tacked ship in the dogwatch sounded the well & rigged the Fire engine ---

Saturday 22nd At 6pm oiled down Parrels & Wheel gear rigged the Fire engine for washing decks, Pumped ship at 7.30 after breakfast shifted and secured chronometer

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case in Captain's cabin, then started to repair 'cabin' table fiddles²⁶, some of the guards bunks having lately been found to be leaky, had to caulk them from underneath, which occupied the remainder of the day, the convict Watson being employed cleaning the tools, in consequence of the weather not admitting of any other work, in the dogwatch sounded the well & rigged the Fire engine, the day throughout being very rainy & the weather unsettled, the wind having gradually shifted to South West, the evening closing in very cloudy & wet ---

Sunday the 23rd At about 4 bells (2 am) the second officer and helmsman detect something suspicious about the Port quarter (life) boat, which seemed to be lower down than usual, the watch being called to hoist her up again two convicts were discovered making a bold but foolhardy attempt to escape from the ship, they had succeeded in clearing Cliffords apparatus & some other slight impediment, when a kink in the after fall, induced one of them to stand up to clear it and thereby revealed the mystery of the boats position, the watch quickly answered the summons, and

24 A fitting such as a ring, thimble or block, or strip of board with holes in it, through which running rigging is passed to be guided and kept clear of obstructions and chafing

25 One of the horizontal transverse pieces of timber or metal fastened to the head of a lower mast or topmast of a sailing ship in order to support the top, spread the shrouds, etc.

26 A small railing around the edge of a table, designed to prevent things rolling off in bad weather

the Boatswain jumping into the boat secured one of them & the other got quietly out of her, and seated himself ready for the leg irons, which by this time were ready for both of them, they submitted quietly to the operation

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of ironing, after which the uproar subsided into merely talking & passing opinions on the subject, the affair altogether must be admitted to reflect little credit on the military portion of the convict guard, for although the officer of the watch called loud & often for the guard, none were forthcoming until the prisoners were actually in custody, the order to turn out was by them, answered very slackly, which led to a few reports & slight punishments, which business was transacted in the Forenoon ---

At 6pm the Fire engine again breaks down ,while washing decks, and for the present deemed useless, at 7.30 Pumped ship, after breakfast again battened the hatches of the long boat, which some of the prisoners had wrenched open, the Forenoon being very wet & the wind gradually increasing sail was accordingly shortened at intervals, in the afternoon the watch reefed the Fore & Mizzen Topsails, at 5 pm the long boat was again found broken open & a convict sitting inside her smoking, he made his escape before he could be secured, after which the hatch was again fastened up although it is to be feared in [?], at eight pm reefed the Main Topsail, sounded the well in the dog watch the night closing very dark wet & stormy ---

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Monday the 24th During the night the wind having inceased the hands where called to reef the Main Topsail, At 6 am went below to clear some scuttles in the guards quarters, at 7.30 Pumped ship, after breakfast continued as before until noon, when not feeling well went to the Surgeon got a dose of medicine & was placed on the sick report, the wind increasing through the day, and very unsteady withal, my mate Watson being employed taking out and refitting some deck lights, making little progress (however) on accounty of the Weather ---

Sunday the 25th Still sick & keeping the berth, Watson employed [?] up some convict hospital cots, the weather gradually moderating. The Top sails & Top gallant sails were again set. Pumped ship at 7.30 am. The hands employed all the afternoon shifting & bending²⁷ sails, the evening closing in with a moderate breeze from East south east, with heavy showers at intervals ---

Wednesday the 26th Pumped ship at 7.30 feeling much better resumed duty at 9 am, and commenced to take out & clear the scupper pipes in tween deck scuttles, one of them being greatly out of order

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had to split the sill of the scuttle out & fitted with a new one, which added to stopping a few leaks from underneath occupied the day. Watson employed repairing the fiddles for cabin table. The Surgeon Superintendent suspecting the existence of some secret opening, by whihc the convicts might get out of the prison deck, at his request, made a strict search fore & aft the deck, finding (however) nothing whatever to justify his suspicions, the weather through the day settling into a fine dry & moderate breeze from South East by East. I must not omit mentioning the fact of a birth taking place this morning, the wife of one of the guard having been brought to bed of a son about 6.30 am, in the dog watch sounded the well the Fire engine being at the time being out of order as usual ---

Thursday the 27th At 6 pm went over the mast heads & spars aloft, found every thing pretty snug. Pumped ship at 7.30 am, after breakfast started to repair the cabin skylight, which was very leaky &

27 To tie, fasten on, make fast

in every way out of order, continued to work at it until noon, then went down the after hold to overhaul & find out some leaks, which

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the third officer imagined existed, upon examination found it to be caused by the little drainage from the tween deck scuttles & unavoidable, whilst the scuttles were to be opened on every favourable opportunity, resumed the skylight after dinner & got it half finished by 5.30 pm, Watson being variously but usefully employed through the day. Sounded the well in the dog watch yesterday's breeze having gradually died away to almost a calm, with a clammy cloudy sky ---

Friday the 28th At 6 am the wind not having increased during the night opened all the scuttles in the tween decks. After breakfast, Watson turned too at the cabin skylight, whilst I myself fixed afresh & reelected the Starboard Poop ladder, after which started to fit up a fresh water cask, for the soldier's cook, This day the first death takes place, the subject being one of the Convicts who expired at (no time given) had to rig a temporary grating for bringing the corpse from the hospital to the poop, where he was sewn up, & made ready for interment, in the dog watch sounded the well, the evening closing in with every indication of a wet night ---

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Saturday the 29th At 6am oiled down aloft, & the Wheel gear & winches on deck, Pumped ship at 7.30am, after, breakfast started to refit the head pump, got it finished by noon, in the afternoon secured the tween deck scuttles, in consequence of the wind hauling more ahead, increasing withal. Watson being employed sharpening & cleaning the tools, (the convict who expired yesterday was committed to the deep this morning at 5 o'clock, the ceremony being attended by the Surgeon, Chaplain, Captain, Sergeant Major, & the watch on deck of both, guard & sailors) in the dog watch sounded the well, the night closing in cold but fine with a moderate breeze from the Westward ---

Sunday the 30th Pumped ship at 7.30 am, after breakfast opened some of the tween deck scuttles, Some of the convicts having boasted to the Surgeon, that they possessed the knowledge of how, three hundred of them could get out of prison and be on deck in a few minutes, it was deemed necessary to make a minute inspection of the Prison deck, for which purpose the convicts, were sent up on deck, and the whole of the guard stood to arms, disposed in narrow

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parts of the ship & the sentries doubled, whilst the Surgeon, Captain & Warders accompanied by the Boatswain. Myself & an AB thoroughly overhauled every part of the Prison, without (however) discovering anything to justify, the boast of the Surgeon's informant. That being considered satisfactory, by the Surgeon & Captain The leg irons were taken off the two Convicts, of whose attempt to escape, I have previously spoken in an earlier page, in the dog watch sounded the well the day throughout being very fine with a moderate breeze from West Nor West, at 7pm Divine service was held in 'the Cabin' ---

Monday December the 1st At 6am Went over the Fore & Main Masts, & found everything pretty snug, next refitted a Topmast Studd²⁸ sail Halyard²⁹ block & Pumped ship at 7.30. After breakfast turned too to finish the cabin skylight which was accomplished by 5 pm Watson being employed repairing the Fiddles for cabin table & also making a grating for the bottom of the convict's coppers, in the dog watch sounded the well, the weather remaining much the same as yesterday ---

Tuesday the 2nd The day opened very wet, with a moderate breeze from East North East Pumped

28 Studdingsail: a light sail sometimes set outboard of either of the leeches (either of the perpendicular or sloping edges of a square sail or the after edge of a fore-and-aft sail) of a square sail, and extended by booms.

29 A rope or tackle used to hoist or lower a sail, yard, flag etc.

ship at 7.30 am After breakfast, done a few jobs in the cuddy such as secure the settees afresh & putting a few cleats here & there ---

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then started to prepare the material for a locker in the ship's galley, & continued so employed through the day which was wet & misty throughout, in the dog watch sounded the well the breeze having gradually increased & shifted to NorthWest ---

Wednesday the 3rd A very wet commencement to the day (as usual of late) at 7.30 Pumped ship, after breakfast resumed the job at the cook's locker, & continued so employed through the day, at about 3 pm the port Main topmast Studdn sail boom carries away a spare one however being in readiness, it was soon replaced & the sail again set, in the dog watch sounded the well the evening closing in with a fine strong breeze from North West ---

Thursday the 4th The day opened finer than usual of late, at 6pm went over the spars aloft, found everything pretty snug after breakfast finished the cooks locker & some other small jobs in the galley, which added to opening, & fastening up some cases for the Surgeon occupied the day, I must here mention that my helpmate Watson, being employed in the after hold in some way or other got slightly intoxicated, he was accordingly confined in the punishment box until

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his recovery & an order passed against his being admitted abaft³⁰ the barricade in future, on any pretence whatever consequently from this date, I lose the benefit of his valuable assistance, the wind through the day being fresh but unsteady varying from North North East to North North West, from which latter point it was coming at the close of the evening, in the dog watch sounded the well

Friday the 5th The day opened very fine with a fine breeze from the Northward, At 6 am started to make a trap hatch in the after hold, in order to secure the wine stowed in the lower hold, which occupied the whole of the day, up to 4 pm, then dismantled one of the arm racks in the troops quarters, which through the men of late, being ordered to keep their firelocks in their bunks where of no further use, Pumped ship at 7.30 am in the dog watch sounded the well, the weather through the day being very fine & dry, the breeze of the morning still continuing ---

Saturday the 6th At 6 am oiled down the trusses & Wheel gear, Pumped ship at 7.30 am after breakfast shook some casks, up, & boxed in the Fore scuttle to stop the convicts from getting in & secreting themselves in the Top gallant forecastle, in the afternoon repaired some blocks, & cleared up for sunday, in the dog watch

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sounded the well, the night on with every indication of strong breeze, at 11.30 midnight, hands turned out to shorten sail, when the Mizzen Topmast was close reefed the Fore, double & the Main Single reefed, & all small sails furled ---

Sunday the 7th The day commenced with the breeze still continuing. at 7.30 am pumped ship, in the Fore noon, the breeze having slightly moderated, the Top sails & Top gallant sails were set, & the wind hauling more to the Westward the ship laboured considerably, towards evening the breezes again increased to a gale, at 7.45 pm called the hands to shorten sail, when the Fore topsail was double reefed, the Mizzen close, & the Main topsail single reefed & the Main sail furled, the cabin dead lights secured, the well sounded & all made snug for the night ---

30 In the rear of, behind; at or towards the stern

Monday the 8th At 6am the breeze of yesterday still continued, went over the Mast heads, before breakfast, Pumped ship at 7.30 am After breakfast went aloft & screwed up the topsail & lower yard truss bolts etc, at 12 noon hands turned too & re reefed the Topsails, reefed the Mainsail & stowed it over again, the rest of the afternoon employed shaking casks, & repairing & broaching cases, in the

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dog watch secured the Fore scuttle hatch, & saw all the scuttles & ventilators secure, Sounded the well at 7.30 pm The breeze moderating towards evening, and coming from about West North West

Tuesday the 9th Turned too at 6 am to block up the [?] Ports, of which the ship was deficient, then overhauled the doctor's water closet, got it to work all right, then shook some casks, repaired the cook's oven door, and refitted a small fresh water pump, the breeze still moderating, all reefs were shook out Top Gallt sails & royals set & the Fore top mast Studdt sails set, in the dog wach sounded the well The day throughout being fine throughout & the evening closing in the same ---

Wednesday the 10th The breeze last night having greatly increased as the night advanced, at 12.15 midnight hands turned out to shorten sail, the wind having shifted to Nor North East, whilst aloft reefing the Fore topsail, it again shifts suddenly to Nor West, which prevented the necessity of reefing the Main topsail, Pumped ship at 7.30 am, after breakfast, started to shake up casks to clear the after hold, which added to broaching some casks of beef occupied the remainder of the day, the weather

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continuing so wet & unsettled as to prevent much work being carried on, the wind moderating through the day all sail was again made, in the dog watch sounded the well, the evening closing in very damp & showery with a moderate breeze for West Nor West ---

Thursday the 11th At 6 am started to caulk the cuddy deck, at 7.30 am Pumped ship after breakfast returned the caulking & continued so employed the rest of the day. Sounded the well in the dog, the breeze & weather continuing the same as the last few days ---

Friday the 12th At 6 am Started again caulking the cuddy deck, at 7.30 Pumped ship, then resumed caulking & continued so employed the remainder of the day in the dog watch sounded the well. The weather this day being rather milder & the breeze lighter but from the same quarter ---

Saturday the 13th At 6.30am Oiled down, trusses, parrels, wheel gear & winches on deck. After that Pumped ship at 7.30 am, After breakfast repaired some locks, & set the convict Watson to work stowing one water cask inside the other to make room Last night in a quarrel amongst the convicts one of them threw some cayenne pepper in the eyes

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of a fellow prisoner, which of course caused the most excruciating pain, this afternoon the guard turned out & stood to arms, whilst the Surgeon held an investigation, which however was fruitless, owing to contradictory evidences & the absence of light at the time of the occurrence, the prisoner was discharged accordingly, the most perfect order reigned among the prisoners during the investigation. In the evening sounded the well the night closing in with a light breeze from the Northward ---

Sunday the 14th Pumped ship at 7.30 am the ship's company attended divine service in the cabin at 10.30 am, after that the wind veering more to the Westward, the studding sails were set in the dog watch sounded the well the evening closing in fine ---

Monday the 15th The day broke very wet, with the wind shifted to north again Pumped ship at 7.30 After breakfast set the convict Watson to work repairing some of the prison bunks, myself all the day employed all the day stopping leaks & repairing the small fresh water pumps in the dog watch sounded the well & one of the lads caught a

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large cape hen, which after being inspected and allowed to bite several of us, was humanely released, to roam at large again, the weather broke & wind shifted at noon to Norwest & continued so the remainder of the day, the evening closing in fine & the breeze very light ---

Tuesday the 16th Turned too at 6 am to shake up casks, Pumped ship at 7.30, after breakfast made another attempt with the Casks but was forced to give up the idea in consequence of the wind which had all the morning shown signs of increasing, burst suddenly into a gale the heaviest hitherto encountered this passage The topsails were reefed as quickly as possible, & then the courses furled also the mizzen topsail, the gale still increasing the Fore topsail was clewed up & stowed in doing which the lee leech³¹ carried away & split the sail, in such a manner as to render it impossible to set it again, without unbending for repairs, about 1 pm the gale was at its height, & the rain & hail which (which from the commencement of the gale had been very heavy) now came down with increased fury, which added to shipping a sea every few minutes, rendered

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it necessary to close in all dead light & tarpaulins, all the grating hatches, about 5 pm the Wind rain ceased as suddenly as it began; leaving a very heavy sea & the ship labouring very much, the split Fore Topsail was then unbent & the hands employed all night getting out & bending a new one which was accomplished by 5 am Wednesday ---

At 6pm The gale having moderated lower studdn sails were set both sides forward. Pumped ship at 7.30 After breakfast started to shake casks & repair fresh water pumps, & continued so employed all the day, which was very wet & cold & a very heavy sea running at the time causing the ship to roll & labour very much. In the dog watch sounded the well the evening closing rather finer, with moderate breeze from West Nor West ---

Thursday in the morning (having been attacked with sickness during the night) was placed on the sick report, & continued so until ---

Monday the 22nd At 6 am went over the mast heads & found (with few exceptions things pretty snug, Pumped ship at 7.30 am, after breakfast started to shake up casks, & continued so employed

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the remainder of the day, the weather through the day having been fine throughout, with a moderate breeze from the North East, in the dog watch sounded the well the evening closing in fine ---

Tuesday the 23rd Started at 6 am to repair the gangway ladder & continued so employed through the day Pumped ship at 7.30 am, the breeze of yesterday continuing through the day but slightly increasing towards evening, in the dog watch sounded the well ---

Wednesday the 24th At 4 am turned out with the hands to shorten sail when the Fore & Main Topsail were double, & the Mizzen close reefed. Pumped ship at 7.30 am. After breakfast shook some casks, & after 4 pm Assisted the third mate issuing stores to Convicts, guards & crew.

31 Leech : the perpendicular or sloping side of a sail; leech line: a rope attached to the leech serving to truss the sail close up to the yard; Leech rope: a name for that part of the bolt-rope to which the border or skirt of a sail is sewed.

Sounded the well in the dog watch the wind (which was from the Northward) decreasing towards evening, upon which sail was again made

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Thursday December 25th Christmas Day The day commenced very damp & cold & a heavy sea running the result of yesterday's breeze which was still from the same quarter. Pumped ship at 7.30am after which nothing more in the shape of work was done this day except trimming sail & other really indispensable work, the greatest joviality prevailed among the convicts, who celebrated the anniversary of the Christian era, by the execution (in a masterly style) of abundance of vocal music in the shape of glees, trios duets & probably the result of their double allowance of wine, during the day the wind hauled to the Nor West the evening closing in fine sounded the well in the dog watch ---

Friday the 26th The day opened with the same wind & weather as of the evening before, Pumped ship at 7.30 am the rest of the day employed with the gangway ladder. Sounded the well in the dog watch the evening closing in fine ---

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Saturday the 27th The wind during the night gradually shifted to South by East & very moderate withal. At 7.30 am Pumped ship & then made another attempt at the gang way ladder which was a very harrowing affair on account of the confined space & so many women & children constantly in the way; got the ladder itself finished & primed by 5 pm. The wind during the afternoon shifting to West South West & moderate withal, the weather rather damp & showery. Sounded the well in the dog watch at 8 pm The bugle sounded the assembly upon which the guard & crew fell in passed muster & broke off ---

Sunday the 28th The morning opened damp & showery, Pumped ship at 7.30 am at 10.25 am accompanied the Surgeon & captain, in their inspection of the prison deck which was admirably clean & orderly, & secure withal, at 11 am attended divine service in the cabin, about noon the clouds cleared away

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and a very fine afternoon succeeded, taking advantage of which, all the scuttles were opened fore & aft. Sounded the well in the dog watch, the evening closing in fine with a moderate breeze from the South West ---

Monday the 29th A very fine morning with a moderate breeze from the same quarter as yesterday, at 6 am started to alter the gunwale of the jolly boat for rowlocks, Pumped ship at 7.30 am, After breakfast the hands started to get up chain cable, in the afternoon Shackled on the Cables & finished the gunwale of the jolly boat. the day fine throughout the breeze from the same quarter & slightly increasing towards evening, in the dog watch sounded the well. the evening closing in fine ---

Tuesday the 30th The morning opened with a fine breeze from the Westward, & showery at intervals Pumped ship at 7.30 am After breakfast overhauled the shackles of chain cables put in several new pins also fitted a spare norman pin³² in the port side of windlass, in the afternoon started to alter & refit a set of oars for the jolly boat & got 3 out of 4 fin

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ished by 6 pm. After which the religious instructor gave the children & Women of the guard and amusing lecture illustrated with diagrams, on the customs & religion of the aborigines of Australia, the greatest excitement prevailed amongst the Convicts, on account of the prospect of making the

32 A short wooden bar, thrust into one of the holes of the windlass in a merchant ship, whereon to fasten the cable.

land, of the proximity of which most of them seemed to be aware, at about 7.45 pm information was elicited that some of the convicts, intended to turn to advantage the necessity of the chain lockers which had been unbarred in order to get the cables up, the surgeon of course ordered them to be secured, which was done himself the chief officer & prison warders being present during the operation, after which sounded the well this night for greater security, all, sentries were doubled & the greatest precautions & vigilance brought into play in order to guard against all possible contingencies ---

Wednesday the 31st & last day of the Year 1862 The day opened with a moderate breeze & dry Weather Pumped ship at 7.30 am. After breakfast everybody employed preparing for harbour ---

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At about 10 am land was descried ahead, about noon got close enough in with it, to see the shape of the land & also to signalise to a lighthouse situated on a prominent head land, then stood away to the northward along the coast, in a short time the government pilot boat made its appearance put the pilot on board, who soon brought the ship to anchor in the open roadstead, about 1½ miles from & abreast of the Mouth of Swan River & the town of Fremantle, which concludes the passage out of the Convict ship York the time from Portland Bay being 84 days one of the smartest passages of a convict ship to this part of the World on record ---

Journal of the most interesting events of & the employment of time of your humble Servant JG
Carpenter
Finis

Transcribed by Juliet Ludbrook 2011