

Leopold Judell

Diary of his Voyage from Hamburg to Port Adelaide

17 May 1870 - 18 August 1870

[English translation]

This diary was handwritten in German. It was first transcribed by Helmut Koopsingsraven in Germany in 2010. He typed two versions: the first as it was written in 1870, the second as the German language is spoken and written today. In the second version he also added missing words and completed abbreviations. These two versions can be read in the document "**Judell diary – German**".

The German was then translated into English by Geoff Noller of Ararat, Victoria in 2011. He typed out the translation with the second (or modern) German version in the left hand column and the English translation on the right hand column. This translation was revised by Dr Lois Zweck of the Lutheran Archives, Bowden, SA. The final translation can be read in the documents "**Judell diary German – English**" and "**Judell diary – English**".

Some notes by the transcriber and translators on words in the transcriptions and translations can be read in the German versions above.

[On page labelled - Wednesday, February 29th 1860]

via Brindisi.

[On page labelled - Thursday, March 1st 1860]

Dates of Birth

Max	on	30 June	1838
Hermann	"	5 Sept	1843
Bertha	"	25 November	1844
Theodor	"	15 January	1846
Morit[z]	"	24 March	1847
Leopold	"	25 July	1848 ¹
Auguste	"	31 August	1857 ²
Caesar	"	9 August	1859 ²
Mama	died	5 October	1849 ³
Albert	"	20 October	1848

Theodor & Bertha's wedding, 6 June 1869

Henriette Judell	born	19 March	1876
Johanna Schuster	"	27 Jan.	1878
Gustav Philippsohn	"	24 March	1869 ⁴
Richard	"		

Footnotes:

- 1 Leopold is the author of this diary - see his notes on his 22nd birthday (25 July).
- 2 Auguste and Caesar are the children of the second marriage of Wolf Judell (died 27 April 1877 in Altona).
- 3 She was the first wife of Wolf Judell and the mother of Leopold.
- 4 The lack of a birth date for Richard suggests that Gustav and Richard were twins.

The Judell Diary – [English translation]

17 May 1870 Tuesday

After I had taken leave of my loved ones, I went to the harbour accompanied by my father, Eduard and Theodor, as well as Auguste and Caesar. [Dear?] Papa was quite calm and the parting was not so difficult for me since it was my will and - God willing - I planned to return after a few years had passed. My good mother appeared to take it very hard. I know she has high regard for me, and I will take every care to maintain this love. Eduard and Theodor went on board with me and kept me company for at least 1 - 2 hours. Eduard proved his concern for me once again as the older one. He spoke to the steward and asked him to take care of me in London. What a good heart Eduard has and I owe him many thanks for that. When Theodor and Eduard left me, my heart became really heavy, and after I had written this down, I went to bed.

18 May 1870 Wednesday

I did not sleep at all the previous night, partly out of excitement, partly because the noise prevented it, and the "Libra", an English steamer, departed Hamburg harbour at precisely 3.00 a.m. It is a new, swift ship, its fittings are excellent, and as far as comfort is concerned, it leaves nothing to be desired. I am in a 2nd class cabin and it also is very beautifully furnished. At 4.30 a.m. I betook myself on deck; a magnificent morning. All other passengers were still resting in peace. The gift of a telescope from Eduard stood me in good stead. With that I could quite clearly see the towns lying along the Elbe, a delightful panorama. Coffee with breakfast at 8.00 a.m.; very good and tasty at the same time. My travelling companions gradually came out, none very choice company. An elderly genial Englishman suited me very well. My limited English stood me in good stead in conversation; it is going better than I would have believed. Heligoland was barely visible since the ship was at too great a distance.

19 May 1870 Thursday

Had another very bad night. A frightful burning on my cheeks can well be ascribed to yesterday's hot sun and the brisk sea breeze because I was continuously on deck. Otherwise my state of health is very good. The weather is fine, but a little more restless than it was yesterday. The coast of Holland with hundreds of fishing boats in sight; later the lighthouse of the English coast. 3 o'clock Gravesend. Customs officers came on board to assess duty on dutiable goods like tobacco, cigars etc. Gravesend is a very beautiful place, charmingly situated. 5½ hours in Blackwall. Hardly had we arrived when several dozen manly fellows rushed on board in order to take charge of our luggage. I had a lot of trouble just keeping my things together. The steward organized a taxi for me and I drove directly to London Dock, where the "City of Adelaide" lay at anchor. I went on board and was most graciously received by Captain Bruce. He regretted that he could not accommodate me on board since the ship was only leaving on 24th of this month. He himself brought me therefore to a German guest house, "Kroll's Hotel". Just wrote home. I wonder how things are going with my loved ones?

20 May 1870 Friday

Last night once again I had a good sleep. After breakfast I went to London Dock and had my luggage brought on board, since yesterday the docks were already closed for such things. I was directed by the 1st Steward to my cabin, which I am to share with the 2nd Steward and the 2nd Cook. Since everything was still greatly in disorder, I stowed my belongings preliminarily and covered my bunk with my mattress. The captain once again was very gracious towards me and at my wish gave me my ticket, for which I handed over £18.18.0. In the afternoon I travelled with an omnibus to Hyde Park a distance of about 3 miles from my hotel for which I had to pay 4 pence. The way there was interesting in and for itself. I obtained a small insight into the grandeur of London. Hamburg looks like a village compared to the life and bustle here. Hyde Park exceeded all my expectations. There were thousands of elegant carriages, as well as gentlemen and ladies on

horseback, the latter cutting a very good figure. I had to marvel at the orderliness in which the traffic moved. Many constables took care that all travelled in the right manner.

21 May 1870 Saturday

Today was not particularly interesting for me. After I had overslept somewhat, I dawdled around after breakfast for a while through the streets and asked directions to London Bridge, one of the most beautiful bridges of London. Nevertheless the bustle in the streets and the constant need to ask questions is very tiring. I asked only policemen. The response from them was given willingly but briefly. I would gladly have visited the sights but that is very expensive and I wanted to avoid unnecessary outlay. And then an amusement undertaken quite solo amongst total strangers is not amusing to me. My host Kroll, with whom I am living, is a native of Altona, as he passed on to me this evening in the course of our conversation. A very genial old man. The lodgers here for the most part are German captains. The life here, even if expensive, is very pleasant, since one has only very respectable people for company. Tonight I am going to bed at 9.00 p.m., because I have the house to myself.

22 May 1870 Sunday

Today I passed the time like yesterday, at home all day; a most boring life. Thank God that in the morning I shall be rescued, since once I am at sea, I will be moving somewhat closer to my destination. Today you don't even notice that you are in London, it is so quiet. All shops are closed and no tavern keeper dares sell spirits on pain of severe punishment. Among the guests currently lodged here are three Germans who have been gold diggers in Australia for many years and are now, it appears, returning to their homeland wealthy. One of them is from Altona by the name of Eggers. It was quite awkward for me at the table d'note that I do not have better clothing with me, so I stood out from all the rest. Still the best is that no one knows me and therefore I do not need to worry about it. Tonight I have written to my dear ones.

23 May 1870 Monday

After I had eaten my midday meal, I settled my account with Kroll. (This amounted to 1 pound, 8 shillings and 3 pence.) I went out to make some more small purchases which I wanted to make use of on the voyage. About 5 p.m. I betook myself on board. Life was hectic here since the majority of the passengers had been checked in. I then busied myself with organising my things and in a short time I had settled myself in as comfortably as possible. One of my cabin companions had already likewise settled in, a German and 2nd cook on the ship. Everything is still quite disorganised, still I hope by departure time it will be tidy. No meals are available yet today. Each one organises his evening meal as well as he can with what he has. I feasted delectably on the cake sent by dear Ida as well as raspberry vinegar, and am glad that finally tomorrow morning the day of my real departure is here.

24 May 1870 Tuesday

Day 1 [of the voyage]

Among the shouts of the sailors and the "Goodbyes" which the passengers called to their families, the "City of Adelaide" left the dock per steam tug this morning at 8.30 a.m. So then I am on my way towards another segment of my life. May the Almighty give me the strength, that I may vigorously strive to achieve something so that I can return after a few years have passed. Dear God, preserve my loved ones for me so that I may meet up with them again in good health at some future date. My thoughts are continuously with my loved ones. My heart becomes very melancholy when I see the farewell waves of those remaining at home. The weather is beautiful. Not a puff of wind stirs. The large 3 master moves along majestically as it is towed by the little steamer. A stop was made at Gravesend for a few hours, the captain came on board, and then we went further along the Thames into the open sea.

25 May 1870 Wednesday

Day 2.

The steamer left us the previous night on the open sea. Wind was in the S.E. but only very slight so that we hardly moved forward. In the afternoon it was much stronger so we are sailing very fast. I have not yet mentioned my third cabin companion. He is the assistant to the 1st steward, an Englishman. It appears he is an orderly young man, but I do not come into contact the whole day with either of them since they are continuously at work. Just now, 8.30, the lighthouse of Plymouth came into view. Apparently I will not have much contact with the 1st class passengers since they are completely separated from the 2nd class. The latter are not permitted on the poop deck where the former gather during the day. The relationship is therefore rather reserved on both sides.

26 May 1870 Thursday

Day 3

The wind is the same as yesterday, very favourable. We are travelling about 10 miles an hour. My state of health up till now is very good; however two women in the 2nd cabin are seasick already. All in all there are 18 persons, made up of 11 adults, 5 children and two babes in arms. First of all there is the 2nd Steward with his wife and 2 children. The man has taken on the position as such so that thereby he does not have to pay for his passage. They are Jews, as I noted on 1st glance, but they do it incognito, being scrupulous in the presence of others for fear of being harassed. I had showed myself to be such a person, since in Gravesend I was offered prayer books by a missionary, and I had refused them with the words that it was not my religion. The wife of the steward gave me to understand that she was Jewish, but with the request that I did not speak about it.

27 May 1870 Friday

Day 4

In the morning the wind, like yesterday, was in the south east but very light. In the afternoon it suddenly swung around to the north west and was very unfavourable. The sailors had much to do in adjusting all the sails. Today at midday the sun's position was recorded and since yesterday we had travelled 192 miles. Even though I had been the longest of all the passengers to hold out against seasickness, today towards evening it got me. A very disagreeable feeling, nausea, vomiting, loss of appetite, and one loses all interest in everything. I had to be sorry for two young women each with a small child at the breast. The poor mites have to suffer with their mothers. Involuntarily I had to think of my nephews and nieces back home, protected and cared for, and these little citizens of the world already had to taste the bitterness of life at such a tender age.

28 May 1870 Saturday

Day 5

Wind still remained unfavourable, and frightful rain with it. Staying on the deck is therefore a long way short of agreeable. My health is still very bad and if I have forced just a little down, in the next moment I have to give it up again. The whole day I saw none of the 1st class passengers up on deck. All were confined to bed, with me being almost the sole passenger on deck. It is not possible to remain down in the 2nd class with its offensive smell, crying children and the sight of vomit (?). Toward evening it became even stormier, and we had the prospect of a bad night. It was about 10.30 p.m. before I went to bed. On board ship that is late, since in our class the usual time is 8.30 p.m. for everyone. We made only 50 miles.

29 May 1870 Sunday

Day 6

A dreadful night. Thank God that the boat survived. The storm raged fearfully. I would not have believed that it could be so bad. We have passed through a very dangerous place which has already claimed many a victim. 2 years ago, a large English steamer, the "London", sank here and only a few passengers were rescued. The wind has moderated somewhat now. Still it is continuously unfavourable, in fact, a head wind, only 40 miles were made. Today quite a different atmosphere prevails on board. Both passengers and crew are better dressed. About 10.00 a.m. divine service was conducted in the 1st class saloon. Naturally I absented myself. The health of everybody today is a little better. The captain made enquiries about that quite sympathetically with each one, giving a glass of champagne to those suffering particularly bodily. I got just one, even though I was really down.

30 May 1870 Monday

Day 7

The wind changed direction on this night to the south east, very favourable, and even though the swells were somewhat high we made 200 miles today. The weather is also better than on the last three days. And the most important thing is that the unpleasant seasickness is beginning to subside. Even if the appetite is still lacking, the worst of it has ceased. Of interest to me this evening was watching a boxing match between two sailors, but only in jest. In order to avoid damage, they had pulled on thick, leather, padded gloves, however the match became so serious that when it ended both had swollen faces, a very amusing event indeed.

31 May 1870 Tuesday

Day 8

Wind S.E., very pleasant. Full sails, and sailing uncommonly fast. The weather is splendid. In the morning I occupied myself with tidying up my cabin. A task which is necessary and has to happen from time to time. I arranged with my sleeping companions that we would do it in turns. I had to laugh at myself, as I kneeled on the floor, with a wash tub in front of me and heartily scrubbed away. Around midday the mail which was coming from Melbourne passed us on the way to England. I would gladly have sent off a few lines to my loved ones, but it was not possible. This evening is so beautiful the likes of which we have not yet had. All are in a good mood. The sailors are dancing and singing to the music of a button accordion. My thoughts are of home. - Just what might they be doing right now?

250 miles [travelled that day]

1 June 1870 Wednesday

Day 9

Wind S.E. but still very light. The weather is clear and beautiful. Unfortunately the morning began with an accident. One of the sailors had the misfortune to be injured by an iron [bar ?] falling down in such a way that two fingers were completely mutilated. The poor young man. He was always most cheerful, now he will have a lot of pain. Thank God, time does not hang heavily. I have divided up the day into regular segments. Usually I rise about 7.00 a.m. then get dressed and All that takes up till about 8. Then coffee and breakfast are combined, and in no time it is 9.00 a.m. I go up on deck and go walking for ½ an hour and converse here and there a little with the sailors. Towards 10 I get my chair, which gives me good service, look for a shady spot and read till lunch [continued on next page]

2 June 1870 Thursday

Day 10

[continued from previous page]

at 1 p.m. When that is finished, I lie down to sleep until 3 or 3.30 and then go promenading for ½ an hour. I read again from 4 to 6 and then it is time for tea. Once this is finished, I amuse myself for the remainder of the evening as well as I can, partly through conversation, partly through all sorts of nonsense, which I suggest. About 10 p.m. I betake myself as usual to bed. The weather was as yesterday, the wind still from the S.E. We notice that each day is getting warmer, and today I was compelled to lay aside my thick jacket and to put on a linen one. This evening a little ball was improvised on the deck of the 1st class, a piano was carried up from the Salon and they danced. I cannot deny that I really wanted to join in and waited for an invitation from the captain, but in vain.

175 miles [travelled that day]

3 June 1870 Friday

Day 11

The wind is the same as yesterday, S.E. In the afternoon it veered to the west and for that reason the sails had to be reset. Previously I have already mentioned 2 passengers. A widow with a boy and a girl as well as her sister-in-law. These ladies please me best of all, because they have the most education of all. The latter is an elderly and charming lady, Miss Pick by name, with whom I converse very much. Further there is a young man with a young wife and a small child. In order to save the cost of his passage, the man takes care of various kinds of livestock on the ship, a variety of poultry, sheep, cows etc. These are respectable but ordinary people. Towards evening, again S.E., a very favourable breeze.

95 miles [travelled that day].

4 June 1870 Saturday

Day 12

Wind still continues S.E. Weather very beautiful. Last night the wind was very good, this morning lighter, but we are travelling quickly forwards. The rest of the passengers include a man with a wife and a small child, as I have previously written, the man is an assistant of the steward in the 1st class. Soon we are expecting another passenger, namely the stewardess in the 1st class, a quite young woman who is to be lodged in the 2nd class. The captain was with us at midday to look for a cabin for her, just for sleeping, but unfortunately at the moment she is unwell.

191 miles [travelled that day].

5 June 1870 Sunday

Day 13

We are now in the Atlantic Ocean. Wind in the N.E. and still favourable, since we are in another weather pattern than what we had previously sailed in. This Sunday saw us pass from the former one. The passengers of the 2nd class as well as the sailors were issued with lime juice for the first time. It is a kind of medicine which is used against the consequences of eating salted meat. Over here in England a law is in force whereby it is the duty of each captain to give it to his people from the 10th day of the journey. In the afternoon, Madeira Island was in sight. I could make it out quite clearly through my telescope; still there was nothing but bald rocks to be seen. In general there has been little worth seeing on offer until now, from time to time a passing sailing ship is all. Could my dear ones possibly have gone for a trip today for Pentecost? Perhaps Papa and Mama are in Osten.

153 miles [travelled that day].

6 June 1870 Monday

Day 14

Wind N.E., very favourable. We have now reached the Trade Winds, i.e. a favourable wind, consistent over a long time. This morning a ship was in sight. Capt. Bruce had signal flags raised and enquired with signals where they had come from. The reply was made in the same manner. This revealed they were from Melbourne en route to England.

The foodstuffs which we receive are very good, but the victuals are not provided each week to each passenger as the passage ticket states. Instead the steward (already mentioned) receives it already prepared and must hand it over to the cook, who then only has to see to it. Daily we have preserved or salted meat.

204 miles [travelled that day].

7 June 1870 Tuesday

Day 15

Pies or pudding, from time to time, also salted fish, and every Sunday there is fresh mutton. Baking is done several times a week so that we always have good, tasty white bread. There is always a plentiful supply of tea, coffee, sugar, etc. There is always a little milk for the tea and coffee (tea at night and coffee in the morning), but very little, since there is only one cow on board and the biggest share of milk is used by the 1st class. The wind is east-north-east but not quite as favourable as yesterday. The weather continues to be fine, but the days are now noticeably shorter, and it is daylight only till seven.

184 miles [travelled that day].

8 June 1870 Wednesday

Day 16

E.N.E. * The warmth is now beginning to become oppressive and troublesome. If we continue to have this wind for any length of time we will be south of the equator in 8 - 10 days. A most unpleasant scene took place today between the wife of the steward and Mrs. Pick. I could not find out what the real reason was. In the morning, when I was still in bed, I heard them reproaching each other. At the midday meal it was repeated to an even greater degree. The reason was that the wife of the steward wanted to be served by her husband before all the rest. This evening there was dancing up above again in the 1st class.

180 miles [travelled that day].

[* Note: The diary has O.W.O. (used frequently from now on) meaning East-West-East, but that direction of wind is impossible. Probably it should be O.N.O. (East,North,East) which is the direction of the trade winds in that locality.]

9 June 1870 Thursday

Day 17

Wind E.N.E. The weather pattern continues. The heat is increasing each day. The scene mentioned between Pick and the wife of the steward started again early this morning. As a consequence there is a very unpleasant mood among the passengers; each wants to stay neutral if at all possible. My best course of action, if I am told something by the various parties, is to appear as if I don't understand it, even though I am already quite fluent in English.

148 miles [travelled that day].

10 June 1870 Friday

Day 18

Wind E.N.E. Weather same as yesterday. The relationship between those mentioned continues to be tense.

118 miles [travelled that day].

11 June 1870 Saturday

Day 19

Wind E.N.E. Weather same as yesterday. Life in the 2nd class is becoming even more disagreeable. This morning the wife of the steward (Lyon is her surname) had an altercation with another woman, Mrs. Fletscher. Lyon is a quarrelsome, common person. It is even worse because the Lyons are Jews. As a result the passengers have even more against them. I regret that I revealed myself to be one too. The main cause of strife therefore is that Steward L. and his family are living very well on the supplied provisions which in reality he does not bring to the table. Therefore we remaining passengers, starting next week, want to have the provisions ourselves. 130 miles [travelled that day].

12 June 1870 Sunday

Day 20

Wind E.N.E. This morning we caught sight of land again, namely the extreme point of Cape Verde, a mountain which is about 7000 feet in height. Today I made a closer acquaintance with a midshipman. He is the son of an English consul. (These midshipmen are usually young people from the best families who are being trained as mariners and therefore have to pay the captain for their training; he is paying £70 for one trip). He is a very fine young man, was in Germany for a number of years in childhood and so speaks the language very well. 158 miles [travelled that day].

13 June 1870 Monday

Day 21

Wind E.N.E. The "City of Adelaide" has not met any ship which can communicate with her. In the morning we saw 4 ships at a distance of 6 - 10 miles and this evening have left all but one at a greater distance. This evening was as beautiful as never before. It was full moon and so bright on deck so that one could easily read by it. To add to that: in the daytime it is oppressively warm, and after sunset it has significantly cooled down. The business between the L's and the other passengers has reached the stage where the latter have completely separated from the former. 172 miles [travelled that day].

14 June 1870 Tuesday

Day 22

Wind S.W. The wind is most unfavourable; it will now determine whether we have a long or short journey. If the wind drives us over the equator, we will move forward quickly. If not, then we can lie in one spot for weeks on end. Today I wrote a letter to my dear ones at home. It is possible that now we have a daily opportunity to meet a ship bound for England and then in that case I will have a letter ready. 153 miles [travelled that day].

15 June 1870 Wednesday

Day 23

Wind S.W. or better said: no wind at all. We are quite noticeably making no progress at all. Therefore the heat is just so oppressive. Today the steward raffled two birds at 2 shillings a ticket. I had the fortune to win one of them. It is a thrush. I was offered 10 shillings for it but I intend to keep it for myself. The business with the Lyons and the passengers is getting more unpleasant day by day. Those people now have everyone against them. This evening there was another scene and Miss Pick has lodged a complaint with the captain. Hopefully that will now be the end of it.

45 miles [travelled that day].

16 June 1870 Thursday

Day 24

Wind S.W. and not much better than yesterday. Today I occupied myself with making a bird cage for the 3rd mate who likewise had won a bird and had given me a suitable box for my bird. We passengers are living very happily together and just leave the L's on the outer. They are very angry with me and the steward tries to annoy me at every opportunity. I will put up with it for a short time, and if it gets worse, I will complain to the captain.
63 miles [travelled that day].

17 June 1870 Friday

Day 25

Wind S.W. Still very bad. The story with the L's was brought to a conclusion today. After he (i.e. the steward) as well as his wife were involved in a multitude of quarrels again with the passengers, the captain arranged for them to leave the cabin and a place would be found for them above. Praise God that it has worked out in this way, hopefully we can now live in peace.
53 miles [travelled that day].

18 June 1870 Saturday

Day 26

Wind S.W. Toward evening we had a little more wind, accompanied by rain, which continued all night. Today I thanked the captain in the name of all the passengers of the second class that he intended to allocate the L's a different position. As it appeared to me, the whole story was highly unpleasant to him. He told me that he envisaged doing it, but as yet nothing has been done. We are now getting to see many flying fish. They come out of the water in shoals and then plunge in again in another place.
135 miles [travelled that day].

19 June 1870 Sunday

Day 27

This morning the wind is very fickle. The sailors have a lot of work to do, and the rain continues unabated. At the midday meal there was another unpleasant altercation between the L's and the other passengers. It became so severe that Mrs. Pick went to the captain. He sent the 1st mate and appeared after dinner accompanied by the 1st steward and the 1st mate himself. He gave notice to the L's that in the morning they were to vacate their cabin in order to take another on the deck. When they replied that they did not want to, the captain told them that in this case he would compel them. Divine service took place today in the evening. I listened to it from outside. It is most solemn. The hymns were accompanied on the piano.
62 miles [travelled that day].

20 June 1870 Monday

Day 28

Wind continues bad, the little distance we progress at one time, we go back the next. The affair with the L. is, thank God, at an end. The captain demanded of them through the 1st mate that they leave the cabin with good will. When they did not want to obey, their entire possessions were transported up, and finally after tumultuous lamentations they also went. The passengers had to sign a statement drawn up by the captain, to the effect that it was our wish and will that the L. were evicted. The sailors caught a shark by means of a large barbed hook and with great jubilation it was —[continued on the next page]
19 miles [travelled that day].

21 June 1870 Tuesday

Day 29

[continued from previous page]

hailed on board and finally killed. I cut off a fin and hung it up to dry. Still no wind at all. We lie almost completely still, with an oppressive heat at the same time. Toward evening a good breeze came up, south east, which brought us on the proper course. In any case this is better than no wind at all.

5 miles [travelled that day].

22 June 1870 Wednesday

Day 30

Wind south east. Even though we had a good wind all day, it blew us very much off the proper course. We find ourselves close to the coast of Africa when we should have been close to South America. The general belief is that we will have a long voyage. God grant that this is not the case.

28 miles [travelled that day].

23 June 1870 Thursday

Day 31

Wind S.E. Once again the wind today remained unfavourable and forces us all the more off course. We made 127 miles, but (as noted below) only 8 miles on course.

The manning of the ship on this trip is recruited less than usual since a part of the engaged sailors had not showed up. The crew consists of: 3 mates, 1 carpenter, 1 boatswain, 12 sailors, 7 apprentices and 2 midshipmen, as well as 1 cook and assistant, 1st steward with 2 assistants, 2nd steward, in total: 32 persons.

8 miles [travelled that day].

24 June 1870 Friday

Day 32

Wind S.E. We travelled 77 miles today but only 49 on course. This wind would be very favourable to sail to England since we continue to have a head wind. Just once more I come back to the L's. By means of the mediation of the 3rd mate, who distributes the provisions, from today we are permitted to prepare them ourselves and not through L, who - as already noted - was dishonest with them.

49 miles [travelled that day].

25 June 1870 Saturday

Day 33

Wind S.E., very strong. Therefore - even though we were off course - today we travelled many miles.

80 miles [travelled that day].

26 June 1870 Sunday

Day 34

The wind today was continually changing. The crew could not relax for one moment, because almost every ¼ hour the cry went out: *all hands on deck* and then even those who were not on watch had to join them. In the afternoon we met an English ship going to Sydney, we even came so close together that we could greet one another. The weather continues to be wet. The 1st mate, who was making this trip for the 16th time, said that he had never had such an unfavourable wind at this time of the year, and so much rain.

43 miles [travelled that day].

27 June 1870 Monday

Day 35

Wind continuously variable, until a more favourable wind came up towards evening, in fact south east. If it is a south east trade wind, as the 1st Mate assumes, we could have it for about 14 days to 3 weeks. With a prevailing wind we should cross the equator by tomorrow night. An American ship which we met today endeavoured to overtake us by going under full sail. When Captain Bruce noticed this he did the same, and in the space of ¼ hour we had left them behind. 26 miles [travelled that day].

28 June 1870 Tuesday

Day 36

Wind S.E. Praise God that we now have constant wind, the Trade Wind already mentioned. We crossed the equator already about 4.30, earlier than generally expected. It is the usual practice on English ships that the sailors have some fun on this day. But nothing came of it at all. There are just too few passengers. That's why. I had 2 bottles of rum to give out to escape the "crossing the line", a procedure one otherwise has to submit to. 188 miles [travelled that day].

29 June 1870 Wednesday

Day 37

Wind S.E., extraordinarily good, so we left all ships in our wake. Today we met one ship which had left the dock 5 days before us, and even though the crew did their utmost to overtake us, it was just not possible.

Since the L's left, life in the cabin has become much more congenial. The women cook and bake and have commissioned me to set the table and also to carve and such life. Often I have to laugh at myself, when I have set the table and call out my "Dinner ready, Ladies and gentlemen". 237 miles [travelled that day].

30 June 1870 Thursday

Day 38

Wind S.E. The past night was very unpleasant. The ship pitched so badly that people were tossed back and forth in their beds and no one got any sleep. This morning I had a very unpleasant loss. My keys fell out of my pocket and the wind pushed them into a hole, of which there were many on the side of the ship to allow water to escape, and naturally they couldn't be retrieved. I had locked my chest, but fortunately a borrowed one fitted so that I could open it. 261 miles [travelled that day].

1 July 1870 Friday

Day 39

Wind S.E. Apparently we now had a small foretaste of what to expect from bad weather. Last night was once again most uncomfortable. I had about 6 inches of water in my cabin, which the wind had driven through all the openings which led to the 2nd deck. More of our midday meal fell onto the floor than into our respective mouths, and there was no lack of comical situations. I had just filled a plate of pea soup and was giving it to a passenger when a jerk of the ship landed it directly in his face. Fortunately it was not hot. The good man looked rather funny with his pea face.

244 miles [travelled that day].

2 July 1870 Saturday

Day 40

Wind S.E. The weather is like yesterday. The sea is running very high continually and it is not dry on board all day, consequently it is very disagreeable. In the cabins it is stifling and sultry, since all entrances are tightly closed and little fresh air can come in. Seasickness has appeared somewhat again with some passengers. But thank God, I feel quite well.

239 miles [travelled that day].

3 July 1870 Sunday

Day 41

Wind S.E. The weather is beautiful. One can once again be on deck without every moment being afraid of being soaked by the spray of the waves. My association with the midshipman, Wright is his name, is really the only one I have. Mr. Wright is a very pleasant, well-educated young man; he is a loner, like me. We have teamed up very much for that reason. Still since he is occupied by day, we usually get together at night.

209 miles [travelled that day].

4 July 1870 Monday

Day 42

Wind N.N.E. This morning we lost the trade wind, which usually lasts until 25° latitude, and we now find ourselves only at 20°. The wind which we now have is not at all unfavourable, only it should be a little stronger.

109 miles [travelled that day].

5 July 1870 Tuesday

Day 43

Wind N.E. It was rainy for the entire day. Various squalls made a lot of work for the sailors, for whenever one comes up, they have to reef most of the sails.

142 miles [travelled that day].

6 July 1870 Wednesday

Day 44

Wind N.E. but very light. My fellow-countryman, the German cook's mate, was today struck on the finger with a knife in a temper, so that he received a deep wound. I told him he should either tell the captain or discontinue his work for several days. However he lacked the courage to do the one or the other.

29 miles [travelled that day].

7 July 1870 Thursday

Day 45

Wind E.N.E. A very strong wind came up last night. Through the pitching of the ship so much noise arose amongst the cargo that no one was in a position to sleep. This morning I saw the first sea birds. We are still about 400 miles from the Cape of Good Hope.

185 miles [travelled that day].

8 July 1870 Friday

Day 46

Wind E.S.E. The wind continued strongly last night, but again sleep was not to be contemplated. Even though I am not at all seasick, I feel very languid, probably as a result of lack of sleep.

235 miles [travelled that day].

9 July 1870 Saturday

Day 47

Wind E.S.E. This evening about 8 p.m. we crossed the degree of latitude on which the Cape of Good Hope lies.
248 miles [travelled that day].

10 July 1870 Sunday

Day 48

Wind E.S.E. The cold increases more now with each day, but it is still more pleasant in the cabins since the air is clearer.
139 miles [travelled that day].

11 July 1870 Monday

Day 49

Wind E.S.E very weak until evening. Then it swung round to the W.S.W., a wind which was very favourable for us. The evenings are now very long; it is dark already at 4. In order to fill in the time, I made up a rubber of Whist with the adults [persons mentioned?], around 9 I now usually betake myself to bed.
59 miles [travelled that day].

12 July 1870 Tuesday

Day 50

Wind E.S.E. In the morning it was very slight, but towards evening it was significantly stronger. We put about 12 miles an hour behind us and if this wind keeps up we will reach our goal in about 4 weeks. This evening at 8.30 p.m. there was an eclipse of the moon, like I have never before seen so clearly and distinctly.
180 miles [travelled that day].

13 July 1870 Wednesday

Day 51

Wind E.S.E. Once again today there was no wind during the day. Nevertheless the sailors had a lot of work, since all the old sails had to be taken down and new ones put up. The reason is that this is the part of the journey where many storms are expected. Therefore everything on board has to be made shipshape.
[no indication of distance travelled that day]

14 July 1870 Thursday

Day 52

Wind E.S.E, very favourable. We average 11 miles an hour and even better. The nearer we come to our intended destination, the more my thoughts turn to Hermann and Moritz, as I rejoice at the prospect of seeing them again. I flatter myself in the hope that they are now often also thinking of me and counting the days till my arrival.
153 [or 154] miles [travelled that day].

15 July 1870 Friday

Day 53

Wind E.S.E. We are now in the most unpleasant part of the journey, to getting around the Cape. The sea is continually running high and throwing masses of water over the deck. I was completely soaked twice today.
267 miles [travelled that day].

16 July 1870 Saturday
Day 54
Wind E.S.E.
180 miles [travelled that day].

17 July 1870 Sunday
Day 55
Wind W.S.W.
176 miles [travelled that day].

18 July 1870 Monday
Day 56
Wind W.N.W.
130 miles [travelled that day].

19 July 1870 Tuesday
Day 57
Wind W.N.W.
134 miles [travelled that day].

20 July 1870 Wednesday
Day 58
Wind W.N.W. The captain today invited me to walk about on the rear deck, which actually belongs to the 1st class cabins. I thankfully accepted the invitation because the remainder of the ship is continually wet and dirty.
240 miles [travelled that day].

21 July 1870 Thursday
Day 59
Wind S.W. The weather in the last days has been somewhat settled and significantly better than expected. If we can retain this wind for 21 - 26 days, we will be at our goal. May God grant that this is the case. This monotonous life is already very odious to me.
234 miles [travelled that day].

22 July 1870 Friday
Day 60
The wind changed direction today a number of times, even though now the prevailing wind is continually in this direction. The 1st mate told me that he had never had such weather on his journeys to Adelaide. Today 4 mollyat/k* were snared. Magnificent creatures. They measured 7 feet or thereabouts from tip to tip of the tail.
191 miles [travelled that day].

[* Note on the word "mollyat/k": The transcriber could not figure out this word. In the German Navigation Museum they didn't know either what kind of fish it is. It must be some kind of whale, they suggested, because of the size of its tail. [In German script writing there is a similarity between M and W. An "o" and "a" could also be confused in transcription. If so, the "Mol" would have been "Wal" = a whale. The size of the tail would not make it a large sized whale, but a smaller variety seeing they caught 4 of them. (G.N.) However, translator Lois Zweck suggests that the writing is in English lettering and should read "Mollyat" or "Mollyak" or "Mallyat" or "Mallyak". But we cannot find any fish/animal with that name. Perhaps the SA Museum can help.]

23 July 1870 Saturday

Day 61

Wind E.S.E. The prospect of a quick arrival is now again pushed back. The wind is very unfavourable and we have been obliged to go more to the south to catch better winds. Each day it gets colder, and at night one can hardly keep warm in bed.

177 miles [travelled that day].

24 July 1870 Sunday

Day 62

Wind E.S.E., continuing unfavourable. My health was not good today and I was obliged to spend half a day in bed.

144 miles [travelled that day].

25 July 1870 Monday

Day 63

Wind E.N.E. Praise God, once again more favourable since last night. Involuntarily my thoughts are directed back home, to dear Mama's and my birthday. Gladly would I wish to be home, to congratulate her. It is the first time I have not done so. May our dear God let her live in joy for still more years. This day I am 22 years old, and have as yet produced nothing with my life, still with the next year a new life will begin for me. May our dear God give me His support.

22 miles [travelled that day].

26 July 1870 Tuesday

Day 64

Wind E.N.E. Still constant. A mighty whale was today near the ship. Just then I was up on the poop deck and watched a jet of water for a long time which came out of the sea. Gradually it came closer until finally the head of the whale was visible.

197 miles [travelled that day].

27 July 1870 Wednesday

Day 65

Wind E.S.E.

200 miles [travelled that day].

28 July 1870 Thursday

Day 66

Wind E.S.E until midday. Then it altered to North West, but that is no less favourable. The sea is running high. Tonight a powerful storm is expected.

180 miles [travelled that day].

29 July 1870 Friday

Day 67

Wind N.W. The expected storm eventuated towards 10 last night and it thundered the entire night. Even though only one small sail was aloft, the ship shot like an arrow through the water. Naturally sleep could not be contemplated because the howling of the storm interspersed with various orders by the mate was hardly music conducive to sleep. This morning it was somewhat calmer, even though the waves are still running very high.

270 miles [travelled that day].

30 July 1870 Saturday

Day 68

Wind S.W. Finally the long expected wind appears to be here. If it holds, we could be in Adelaide in about 16 -18 days. The conversation among the passengers now revolves around nothing other than this theme. One has this view and another that view.
240 miles [travelled that day].

31 July 1870 Sunday

Day 69

Wind S.S.W.
265 miles [travelled that day].

1 August 1870 Monday

Day 70

Wind S.S.W. The previous night was very stormy, as well as a fierce tempest. In the morning the wind had lessened somewhat but still a high sea was running which made the ship pitch and toss fiercely. I am hardly in a position to write these lines. Towards evening it alternated between hail and rain showers.
265 miles [travelled that day].

2 August 1870 Tuesday

Day 71

Wind S.S.W.
245 miles [travelled that day].

3 August 1870 Wednesday

Day 72

S.S.W.
216 miles [travelled that day].

4 August 1870 Thursday

Day 73

Wind S.S.W. It appears that this trip has been accompanied by continuous unpleasantness. Continuously there is some sickness among the passengers and also among the sailors. For some days one of the sailors is severely ill with epilepsy. His cries in the night are almost unbearable. Today there was an unpleasant incident between the chief steward and his assistant. The former is quite generally very much disliked.
249 miles [travelled that day].

5 August 1870 Friday

Day 74

Wind S.S.W.
275 miles [travelled that day].

6 August 1870 Saturday

Day 75

The wind changed direction a number of times, until it completely disappeared in the afternoon.
151 miles [travelled that day].

7 August 1870 Sunday

Day 76

West N.W. Last night a favourable wind came up again, which hopefully will continue till Adelaide. 10 more days.
275 miles [travelled that day].

8 August 1870 Monday

Day 77

[Wind] W.N.W.
225 miles [travelled that day].

9 August 1870 Tuesday

Day 78

Wind W.N.W. After a long time, again today we had a ship in sight. On both sides, signal flags were raised and we learned that this ship had left port 10 days before us, had some hundreds of emigrants on board and was going to Moreton Bay.
225 miles [travelled that day].

10 August 1870 Wednesday

Day 79

Wind N.W.
274 miles [travelled that day].

11 August 1870 Thursday

Day 80

Wind W.S.W. This morning we passed Cape Leeuwin.
240 miles [travelled that day].

12 August 1870 Friday

Day 81

Wind W.S.W.
218 miles [travelled that day].

13 August 1870 Saturday

Day 82

Wind W.S.W.
241 miles [travelled that day].

14 August 1870 Sunday

Day 83

Wind W.S.W.
235 miles [travelled that day].

15 August 1870 Monday

Day 84

Wind W.S.W.
223 miles [travelled that day].

16 August 1870 Tuesday

Day 85

Wind W.S.W. Very lively activities in the last days and today on the ship. Everything is being scrubbed and cleaned to give as good an appearance as possible. In the afternoon the anchor chains were wound out. We are very close to Kangaroo Island.

230 miles [travelled that day]

17 August 1870 Wednesday

Day 86

Wind W.S.W. This morning Kangaroo Island is clearly in sight. We could not reach the lighthouse yet. An unfavourable wind drove us backwards, until towards evening a more favourable one came up.

18 August 1870 Thursday

Day 87

At 6.00 a.m. this morning the anchor was dropped. Everyone is cheerful and in high spirits and, praise God, healthy on board. We are lying not far from the lighthouse. By way of signals and rockets the pilot was advised and came on board. The captain travelled with his boat to the Port, in order to bring out a steam tug. After some hours, this tied up, the anchor was weighed and at 6.00 p.m. we entered the Port.

[End of diary]