

THE WRECK OF THE DUTCH MAN O' WAR *AMSTERDAM*

IN DECEMBER 1817

ON THE EASTERN CAPE COAST OF SOUTHERN AFRICA:

**an elucidation of the literary and material remains
with an annotated translation of the Journal of
Captain Hermanus Hofmeijer (1814-1818)**

THESIS

Submitted in fulfilment of the requirements for the Degree of

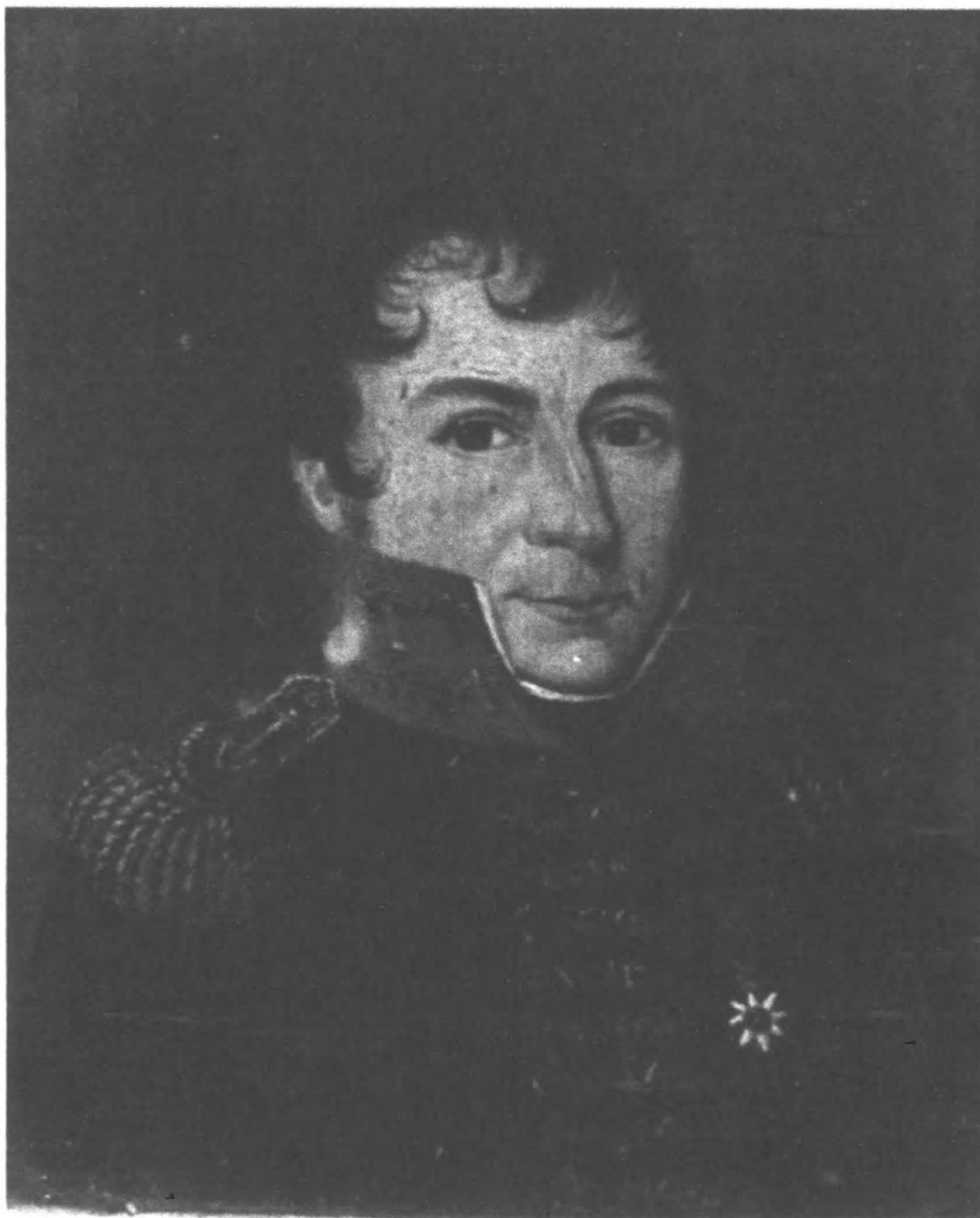
MASTER OF ARTS

of Rhodes University

by

JENNIFER SHIRLEY BENNIE

January 1998



CAPTAIN HERMANUS HOFMEIJER
Cape Archives

CONTENTS

Abstract	v
List of Illustrations and Maps	vi
Acknowledgements	viii
Abbreviations	xi
A Note on Sources and Editorial Method	xiv
Preface	xvi

Part One. The Traders, the Vessel, the Voyage and the Wreck

Chapter 1: European Trade with the East and the Dutch Experience

Early History of the Dutch Republic	1
The 17th Century	2
The Beginning of Trade with the East	5
The Dutch East India Company (VOC)	6
The Decline in the Dutch Economy and the 18th Century	9
The Demise of the VOC	15
The Early 19th Century	17
Dutch Shipbuilding in the 17th and 18th Centuries	20
Texel and Nieuwediep	26
The <i>Amsterdam</i>	28
The Route to the East	31
Navigation Equipment	33

Chapter 2: The Voyage of the <i>Amsterdam</i>.	35
Captain Hermanus Hofmeijer	35
Preparation for the Voyage	39
The Voyage	43
San Salvador	45
The Cape of Good Hope	47
The Southern Seas	49
Batavia	51
Samarang	56
Sourabaya	57
Return Voyage to the Netherlands	62
South East Coast of Africa	65
Cape Delgado and Algoa Bay	66
The Grounding of the <i>Amsterdam</i>	68

Chapter 3: The Grounding of the <i>Amsterdam</i>	71
Physical Features of Algoa Bay	71
The Reasons for the Grounding of the <i>Amsterdam</i>	75
The Grounding	79
The Salvage and Auction of the <i>Amsterdam</i>	82
The <i>Amsterdam</i> cannon	88
 Chapter 4: The Cape Colony and Eastern Cape: the Historical Context..	91
The Cape Colony	91
The Eastern Frontier.	94
Fort Frederick	100
Bethelsdorp	105
Cradock Place	110
Uitenhage	116
 Chapter 5: The Maritime Archaeology of the <i>Amsterdam</i>	122
Historical Background	122
Aims of Maritime Archaeology	122
Legislation and Exploitation	124
Excavation	127
The Recovery of the Timbers from the <i>Amsterdam</i>	129
Rescue Archaeology	131
Conservation Techniques	133
Polyethylene Glycol Method	136
Sucrose Method	137
Controlled Drying	138
Survey of the Underwater Site	140
The State of Maritime Archaeology in South Africa	141
 Conclusion:	145

Part Two. The Journal of Captain Hermanus Hofmeijer of the

Dutch man o'war <i>Amsterdam</i> from 1814-1818. Translated from the original Dutch into English, with annotations.	150
--	-----

Appendixes:

A Captain Hofmeijer's Report of the Grounding of the <i>Amsterdam</i> ...	325
B An Estimate of the Weight of an 80 Gun Ship as Fitted for Sea with Six Months Provisions.	331
C Table of Wrought Iron Ball Weights	333
D List of sailors	334

Glossary	337
----------------	-----

References	344
------------------	-----

ABSTRACT

This study endeavours to elucidate the journal of Captain Hermanus Hofmeijer of the Dutch man o' war, *Amsterdam*, which has been transcribed from the original script, translated from Dutch into English and interpreted from a contemporary viewpoint. It offers an opportunity to evaluate a unique primary historical document which records an important historical event. An attempt has been made to contextualise the incident in the light of the early history of the Dutch people. The contribution of the Dutch East India Company (VOC) to the trade and commerce of the Netherlands during the 17th and 18th centuries has been assessed together with the shipbuilding techniques that served to make the Dutch a major seafaring nation. The significance of Texel and Nieuwediep has been examined and the sea route and navigational instruments placed in perspective.

The voyage has been analysed in some detail. The background of Captain Hermanus Hofmeijer has proved especially interesting. Although he pursued his career with the Dutch Navy, he was born and spent his early years in Cape Town, South Africa. The time spent by the *Amsterdam* in Batavia, Samarang and Sourabaya gives an insight into the Dutch possessions overseas.

The return voyage, storms and ultimate grounding are of special interest as Hofmeijer records the journey and events on a daily basis. The impact and significance of 217 extra people in the Eastern Cape area did not go unnoticed, and although the event was not well documented, an attempt at some contextualisation has been made. Finally a short overview of maritime archaeology in South Africa and its significance as a relatively new discipline has been included. The study of the material remains of the wreck of the *Amsterdam* has resulted in a new understanding of wooden ships built in the early 19th century.

List of Illustrations

Captain Hermanus Hofmeijer	Frontispiece
Rijksarchief, The Hague and the Hofmeijer journals	xiii- xiv
Artist's impression of the <i>Amsterdam</i>	xv-xvi
Bow, side and stern decoration on the <i>Amsterdam</i>	xv-xvi
Sample page of the <i>Amsterdam</i> journal	xv-xvi
Prince of Orange	17-18
King William I	17-18
Sails on a three-mast ship	22-23
Shipbuilding yard in Amsterdam	25-26
Layout of an East Indiaman	25-26
Navigation equipment	33-34
Dutch Men O' War	39-40
Baron van der Capellen	43-44
John Barrow, Francis Evatt, Jacob Cuyler, Lord Charles Somerset	80-81
Letters from Cuyler to the Colonial Secretary, Capt. Evatt and Capt. Hofmeijer	81-82
Advertisement for the sale of the wreck of the <i>Amsterdam</i>	82-83
Notice from Willem I regarding the grounding	86-87
Uitenhage cannon	88-89
Drawing of the <i>James</i> cannon	88-89
Ngqika	97-98
Fort Frederick	101-102
Algoa Bay in 1802 and Bethelsdorp	101-102
De Mist, Augusta de Mist, Dr Vanderkemp and Governor Janssens	105-106
Cradock Place and Frederick Korsten	109-112
Uitenhage in 1819	115-116
Bible presented to residents of Uitenhage	116-117
Inscription in Bible	117-118
National Monuments Council Legislation	123-124
Treasure Act of 1996	123-124
 <i>Amsterdam</i> site	 129-130
<i>Amsterdam</i> timbers in the surf-zone	129-130
Building the dyke	131-132

Removing sand from the timbers	131-132
Attaching the hoist to the <i>Amsterdam</i> section	132-133
Washing sand from the timbers	132-133
Lifting the section	132-133
Close up of the timbers	133-134
Possible gun-port or scupper	133-134
Timbers from the wreck	133-134
Marked timbers, prior to removal	133-134

List of Maps

1. The United Kingdom of the Netherlands	1
2. Route to the East	31-32
3. East Indies	31-32
4. Island of Sal	41-42
5. Map of Java	41-42
6. The reduced India Pilot charts for the Atlantic & Indian Oceans	45-46
7. Reduced Pilot Charts for South Atlantic and Indian Ocean	49-50
8. Map of Algoa	70-71
9. Ocean currents off Africa	70-71
10. Ocean currents in the South Indian Ocean	70-71
11. Wave action	70-71
12. Eastern Cape in 1803	96-97
13. Eastern Cape circa 1820	96-97
14. Graphs showing shipwrecks off South African coast	121-122
15. NMC Legislation & Treasure Act of 1996	123-124
16. Rough plan of <i>Amsterdam</i> site and location of artefacts	140-141
17. Route Map of <i>Amsterdam</i> Voyage	Back cover

ACKNOWLEDGEMENTS

Many people have been of great assistance over the years in providing me with advice, information and suggestions on this project, and I would like to gratefully acknowledge their help.

First and foremost my special thanks go to Mr Hans Huisman, a former Port Elizabeth Harbour Engineer. Without his monumental effort and help in transcribing Captain Hermanus Hofmeijer's journal, this project would probably not have seen the light of day. The microfilm that I procured from the Rijksarchief in the Netherlands was barely readable in places and it took two years of solid effort to decipher the Dutch hand-written manuscripts. When, after a number of years I was fortunate enough to visit the archives and view the actual journal, I was amazed at the quality of the original which was far superior to that with which we had had to contend. Hans Huisman's knowledge of the sea, as well as the Dutch language, was of inestimable value.

Mrs Ria Das, Ms Karen Friederich, Mr Jan-Dolf van Eerde and Mrs Leni Ehinger helped immeasurably with the translation of the work from early Dutch into English. The style, punctuation and nautical terminology did not make this an easy task and to them I would like to express my appreciation for their interest and enthusiasm for project.

To Gerry van Niekerk, the late David Allen and other divers, as well as the many helpers from the Port Elizabeth Museum and Municipality who made the rescue archaeology of the four ton section of the *Amsterdam* from the beach near the the Zwartkops River a possible and exciting event, I am especially grateful. They probably did not realise the significance of the find at the time, but it has made a contribution to the knowledge of early Dutch shipwrecks and the development of maritime archaeology in South Africa, attracting interest

from those involved in the discipline at international level.

Dr John Wallace, a former Director of the Port Elizabeth Museum, was instrumental in helping mobilise the necessary equipment for the rescue mission and also made museum grounds and facilities available to me, a not inconsiderable contribution considering the size of the shipwreck pieces which required housing. The restorer at the museum, Mr Garth Davis, did an outstanding job on the initial conservation and spraying of the wreck and I am especially appreciative of his knowledgeable input and friendship.

My grateful thanks are extended to the Board of Trustees of the Port Elizabeth Museum who have directly and indirectly supported my research over the past years. When sanctions against South Africa were lifted, they contributed to a grant enabling me to visit the Rijksarchief and Koninklike Bibliotheek in the Hague, the Scheepvaartsmuseum and Municipal Archives, Amsterdam and Texel in the northern Netherlands.

To Drs. Els van Eyck and Mr Jan van Zijverden of the Scheepvaartsmuseum, I would like to extend my particular thanks. Not only were they of profound help to me on my visit to Amsterdam but also provided me with literature relevant to my thesis on an ongoing basis. The staff of the Rijksarchief and Koninklike Bibliotheek were all extremely well informed and were quick to provide expertise in the logistics of handling weighty archival material. My daughters, Cathy and Sue, both of whom have research experience, were of great assistance in handcopying documents that could not be photocopied. In view of my time constraints, this aid proved invaluable.

Drs. L.M.A. Homburg of the Ministerie van Defensie in Den Helder, Netherlands was of particular help with regards information on Texel and Dr P.C. van Royen of the Institute of Maritime History supplied me with useful literature on early Dutch ship-building. Mr Hans van Kuilenburg and his researchers of the voluntary Mari Team based in Amsterdam proved of inestimable help in

procuring information regarding the movements of the *Amsterdam*.

To Nick Burningham, Bill Leonard, Graeme Henderson, Geoff Kimpton, Jeremy Green, Mike McCarthy, Myra Stanbury, Ian Macleod, Marit Van Huystee and Adrian de Jong of the Western Australian Maritime Museum, go my thanks for comments and advice on the project. Dan Boyes and Elaine Berry of the same institution were especially helpful in facilitating my contact with the many delegates attending the International Congress for Maritime Museums in Fremantle in September 1997 amongst whom was Martin Dean of the St Andrews Institute for Maritime Archaeology, who was encouraging about my work.

Port Elizabeth Museum librarian, Dorothy Pitman, showed endless patience in procuring inter-library loans and quantities of reprints, while the Africana librarian at the Port Elizabeth Public library, Margaret Harradine, and the assistants at the Rhodes University library were ever helpful.

John Walker applied his skill in navigation, and many dedicated hours of work, to unravelling the exact route undertaken by the *Amsterdam*. Using Hofmeijer's journal, he plotted the voyage from Texel to Sourabaya and back to Algoa Bay on the eastern Cape coast of southern Africa.

Thanks go to Mr Tom Graham, of the South African Maritime Museum, who helped source archival material in the early stages of my research, and to Mr Nielen Schaefer who kindly made valuable comments on the translated version of the journal and helped with the layout of the illustrations.

Mr Mike Ings of the Port Elizabeth Museum contributed to the project with his skill and enthusiasm. With only three original sketches from which to work, he managed to produce a drawing of the *Amsterdam*. Dr. Vic Cockcroft and Mr Colin Urquhart were responsible for the photographs taken at the time part of the vessel was excavated.

Professor Arthur Webb of the Economics and Economic History Department, one of my supervisors, has offered me guidance, help, encouragement and especially stimulating ideas. I owe him a special debt of gratitude. My grateful thanks also go to my co-supervisor, Dr Brenda Nicholls, whose perceptive attention to detail has been invaluable.

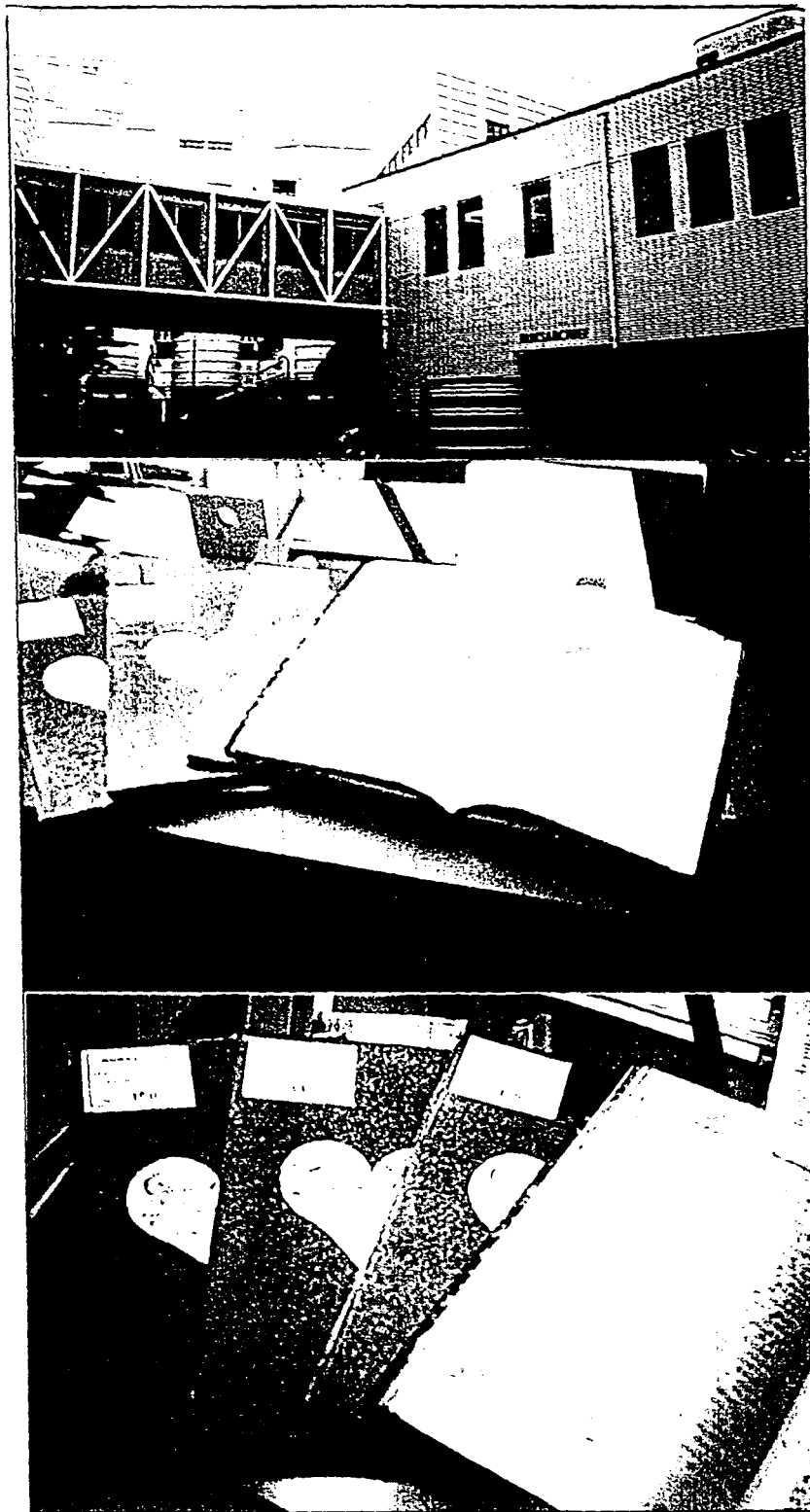
Lastly, I would like to express my appreciation to my parents, Alec and Pat Crombie, for their never-failing encouragement and my daughters Cathy and Sue, who have been helpful and supportive throughout the project.

ABBREVIATIONS

b/s	"bo-seil" - topsail
Cape Almanac	Abbreviated title given by archivists and historians to the <u>Cape of Good Hope Almanac and Annual Register</u> under its varied titles.
CA	Cape Archives
cm	Centimetre
CTG	Cape Town Gazette and African Advertiser
CO	Record of the <u>Colonial Office</u> , Cape Archives
E	East
ENE	East, North, East
EPH	Eastern Province Herald
HMS	His Majesty's Ship
HNMS	His Nederlandse Majesty's Ship
LMS	London Missionary Society
m	Metre
m/s	Mizzen sail
N	North
NAS	Nautical Archaeology Society
NE	North East
NMC	National Monuments Council
NNE	North, North, East
PC	Port Captain's Register of Arrivals and Departures.
PEG	Polyethylene glycol
PRO	Public Records Office
RA	Rijksarchief
RCC	Records of the Cape Colony
RSJ	Rigid Steel Joist
S	South
SA3	South African Association of Archaeologists
SAMA	South African Museums Association
SE	South East
SG	Specific Gravity
SSE	South, South, East
SW	South West
SSW	South, South, West
viz	Namely

VOC
W
w/v

Vereenigde Oos Indische Companje
West
Water per volume



Rijksarchief, The Hague and the Hofmeijer journals (Rijksarchief)

A NOTE ON SOURCES AND EDITORIAL METHOD

Two main types of source have been used in this thesis, namely the journal of Hermanus Hofmeijer and the material remains of the wreck.

A. The Journal

The journal kept by Captain Hermanus Hofmeijer of the Dutch man o' war *Amsterdam* from Friday 2 December 1814 to 2 March 1818 is held by the Rijksarchief in The Hague, in the Netherlands. The writings are to be found in four leather bound journals, each varying in length. The script covers both sides of thick cream paper and the entries are clearly entered with the day and month in the left-hand margin and the year in the top left corner of the page. Headings indicating the position of the ship at the time of writing extend across the top of each page, such as "*Leggende gereed in 't Nieuwediep*".

The purpose of the journal was to document the journey and day to day activities on board the vessel so that the owners would have an extensive record of its movements for the period in which it was away from its home port. The *Amsterdam* record appears to be fairly objective. Hofmeijer does not give an intimate insight into his own character, although he does appear to be fair and at times compassionate in dealing with his crew.

The captain's style is easy and he seems to have been reasonably well educated as the language and spelling are of an acceptable standard. However, the spelling of names of people and places reflect contemporary uncertainty and flexibility. His writing is neat and well formed with fairly flamboyant capital letters. Where it is illegible square brackets have been used. Although Hofmeijer made extensive use of abbreviations when he referred to rank, titles and other ships, these have been edited to reflect the full name in the interests of clarity. Hofmeijer seems to have made relatively few mistakes and no words have been crossed out or have had letters omitted.

It would appear that on a number of occasions two other members of his crew (presumably the 1st and 2nd mates) took over the task of reporting in the diary as there is a change in handwriting and language style. Hofmeijer's punctuation is inconsistent, and he seems to make use of a comma rather than a full stop which makes it difficult to read the text as sentences never end. In the translation this style was maintained but in the subsequent editing a more logical system of punctuation has been utilised.

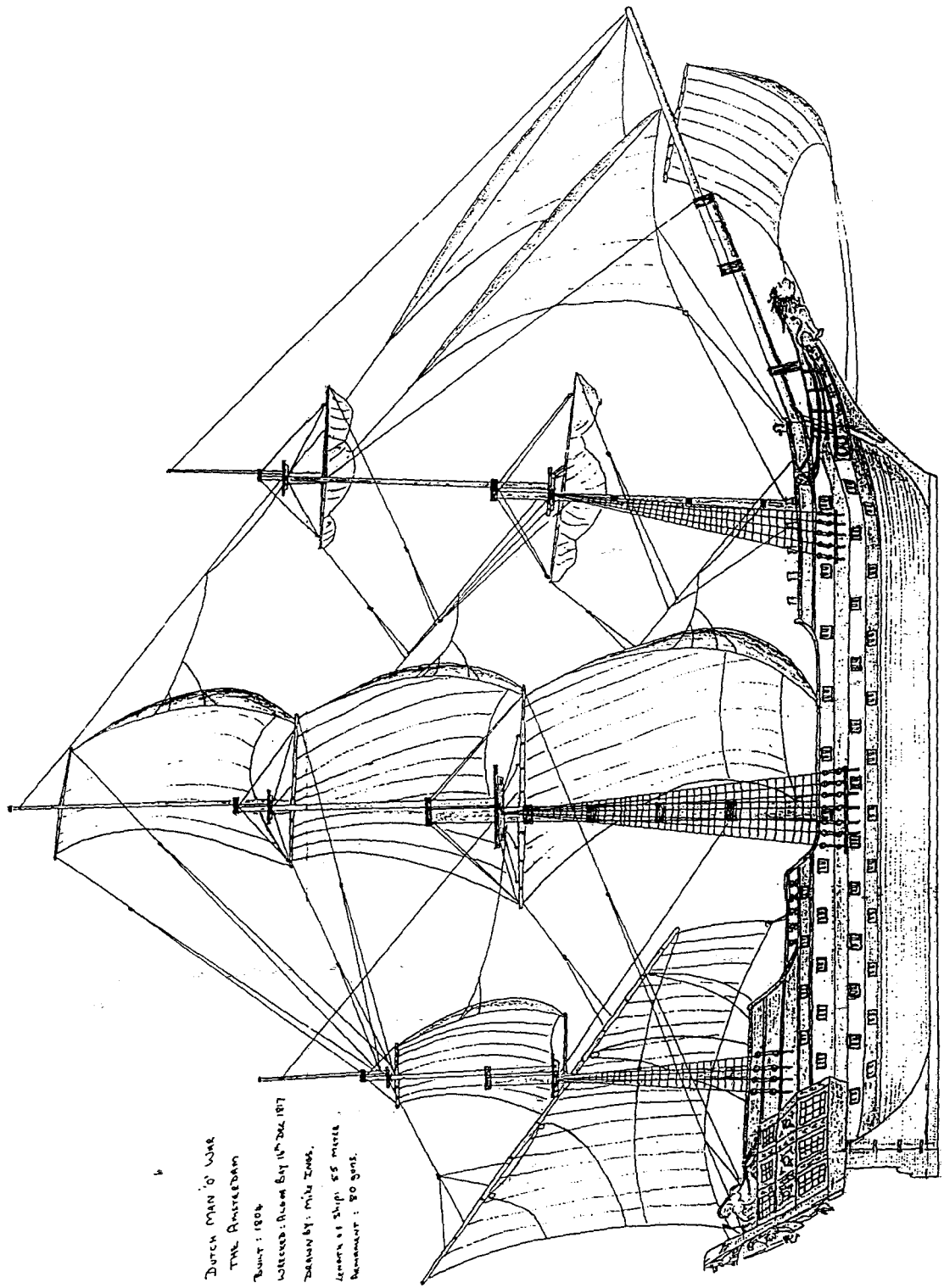
Nautical terms have been included in the glossary. A full translation on the account of the actual grounding, in Hofmeijer's own words, has been incorporated into Part 2 of the thesis and a list of those sailors on board appears in Appendix D. Many of the names look strange but they have been faithfully copied from the original documents. A terminology drawn up for the translation has also been included as it was often difficult to find comparable words in English.

The journal took two years to transcribe and two years to translate before any attempt could be made at editing, analysing and interpreting the material.

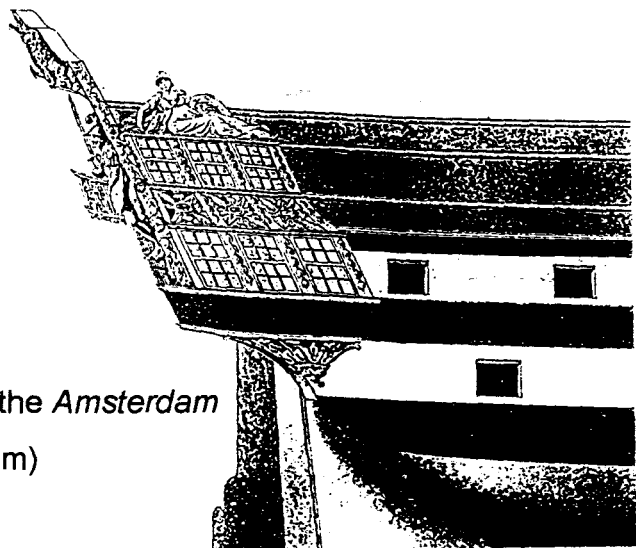
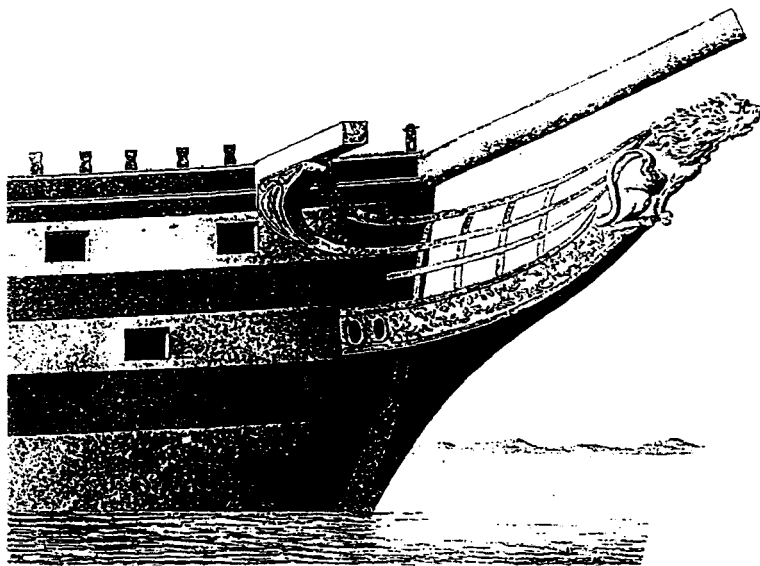
B. The material remains of the wreck

The discovery of the material remains of the wreck in Algoa Bay in May 1985 has been a source of great interest, and the timbers have been the object of a collaborative effort in maritime archaeology. The find itself was relatively small when compared with the *Mary Rose* or *Wasa* but it is nevertheless the largest section of wooden shipwreck material to be recovered and conserved in this country, and an account of the endeavour seems to be more than warranted.

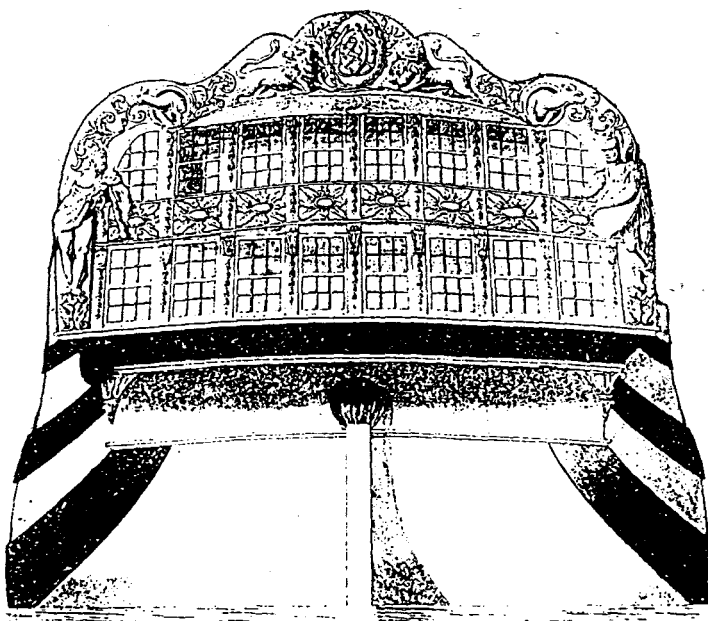
C. Other sources used include some contemporary material which for the most part appears in the text as illustrations, or is given as an appendix.



Artist's impression of the Amsterdam (drawing: Mike Ings)



Bow, side and stern decoration on the *Amsterdam*
(Scheepsvaartsmuseum, Amsterdam)



PREFACE

The wreck of the *Amsterdam* has been of special interest to residents of Port Elizabeth, as the hamlet on the Zwartkops River¹ - Amsterdamhoek - takes its name from the Dutch man o' war that grounded there in December 1817. My introduction to the wreck came in May 1985 when the museum was contacted by concerned members of the public, who reported discovering three sections of the wreck, two kilometres from the mouth of the Zwartkops River towards Coega.² Exceptionally high seas had exposed hitherto forgotten timbers. Amateur maritime archaeologists and divers, David Allen³ and Gerry van Niekerk, who were familiar with the site, invited me to view the remains in my capacity as historian at the museum. Once we had carefully inspected the area, we realised that we were confronted with a difficult decision - to excavate the timbers or not. Normally an archaeological dig takes months of preparation and research. However, the unique opportunity, presented by a natural phenomenon, prompted us to approach the National Monuments Council⁴ for permission to carry out rescue archaeology and recover a section of the ship. Fortunately, this was speedily granted. As the sand in the area tends to move extremely rapidly due to the volatility of the river mouth and as high tides were expected, we realised that the wreck would soon be submerged. In what

¹Huisman, H L. 1985. Naming of the Swartkopsrivier. *Looking Back* 25 (1):11-15
Called 'Swartkopsrivier' after the indigenous name 'Songa'. However, the use of the 'Z' in Zwartkops seems to be the earliest written form.

²Coega is currently (1997) the site being explored for South Africa's first purpose built Industrial Development Zone and deep water port, 20 kms from Port Elizabeth and Uitenhage.

³Geoffrey and David Allen. 1978. Authors of *Guns of the Sacramento* and *Clive's Lost Treasure*. London: Robin Garton Ltd.

⁴The National Monuments Council is the official body empowered by the State to ensure the legal protection of South Africa's rich and varied historical and cultural heritage in terms of the National Monuments Act (Act 28 of 1969 as amended)

proved to be a remarkable team effort, the divers, museum personnel and municipal workers strove to salvage a piece of what was believed to be the *Amsterdam*.

The site posed a number of problems, not least of which was the spring tide. It became apparent that a dyke would have to be built to hold back the water while work commenced on excavating the wreck. This was successfully effected. It soon became clear that a relatively large proportion of the timbers lay buried beneath the sand and that careful excavation would be necessary to retrieve the entire structure. With the help of a team of about 30 people the beams were gradually exposed and recovered. The timbers were conveyed along the highway to the Port Elizabeth Museum in Humewood where they were deposited on a suitable site in the museum grounds. As soon as the wood had been exposed to the air on the wreck-site, it was wrapped in wet foam sheets to prevent it from drying out and shrinking. The timbers were initially treated with an anti-fungicide⁵ at the museum and a conservation programme initiated which sprayed the wreck with clear water on a regular basis. This process continued for seven years. Although it was my intention to continue with the washing for another 3-5 years, a severe drought in 1992 made using water on wreck timbers unjustifiable, and a controlled drying programme was commenced. The use of the wax-based product, polyethylene glycol, to replace the moisture in the wood was not possible due to financial constraints. Controlled drying seems to have been successfully carried out and there has been little shrinkage or breakdown in the *Amsterdam* timbers.

The recovery of the material remains prompted an investigation of the written records. On searching the archives in the Africana section at the Port Elizabeth Public Library, I found no record of the *Amsterdam*, apart from a letter dated 20 January 1967, written to Mr R Whelpton from A.E.M. Ribberink of the

⁵ Thymol

Rijksarchief⁶ in The Hague, making reference to the Scheepsjournalen Marine nrs. 3514, 3515 and 3516. These turned out to be none other than Captain Hermanus Hofmeijer's journal of his voyage to the East Indies on the *Amsterdam* and the return journey when the ship was wrecked in Algoa Bay. It seemed remarkable that the record of this disastrous event survived. I wrote to the archivist requesting a microfilm copy of the relevant journals and was fortunate enough to procure them without too much difficulty on 13 November 1985. Soon after this the Dutch, together with many other countries, imposed economic and cultural sanctions on the Republic of South Africa, and letters requesting information went unheeded until 1992. Although the South African Embassy was approached for assistance and likely contacts and other leads assiduously followed up, there was no reaction whatsoever from the researchers in Holland.

The six year interim period was put to good use as the microfilm was converted to hard copy and the onerous and almost impossible task of transcribing the journals began. Having had the opportunity of visiting the Rijksarchief on a research grant in 1995, I was amazed to discover how much clearer the original journals were in comparison to the prints made from the microfilm. Mr Haas Huisman, the former Port Elizabeth Harbour Engineer, spent many a long hour helping decipher the often illegible handwriting. His knowledge of sea-faring terms, and indeed of the Dutch Navy was invaluable. Two years of hard work saw the transcription completed and I had a working document - in Dutch.

It soon became obvious that these notes would have to be translated into English for me to be in a position to interpret them to their full extent. Over the next two years I received outstanding help from a number of local Dutch speaking citizens. As the journal is more than three hundred pages long, it was a mammoth task. Every effort was made to translate the document as accurately as possible and a variety of experts was consulted when difficulties

⁶ National Dutch Archives

arose with terminology.

It was customary for sea captains to keep a record of their voyages, but the fact that the *Amsterdam* journals were saved despite the ship being wrecked, is remarkable. Lieutenant Aspeling⁷, some of whose descendants still live in the Eastern Cape, was detailed to take the ship's papers to the shore and this duty he performed in an exemplary fashion. It would appear that they were returned to Holland in 1818 when the shipwrecked mariners were repatriated.

Few academic studies in the field of maritime archaeology and history have been made in this country. The opportunity to analyse a critically important primary source document in the form of the original captain's journal, is rare. The discovery and translation present an insight not only into post Napoleonic sea voyages but also into conditions in the East Indies and the Eastern Cape prior to permanent settlement in Algoa Bay.

The significance of the study is that it allows the analysis of a unique chronicle which records an important historical event in context, and offers the opportunity to evaluate the journal in the light of contemporary and later archival references to the same happening. It examines social and political interactions at a time of transition in South Africa and allows international collaboration between local and overseas institutions.

⁷Lieutenant Aspeling was sent ashore with Mrs Marols and her two children who were accommodated by Frederick Korsten at Cradock Place.



The United Kingdom of the Netherlands
1815-1830 (E. Kossman)

CHAPTER 1

EUROPEAN TRADE WITH THE EAST AND THE DUTCH EXPERIENCE

THE EARLY HISTORY OF THE NETHERLANDS

The geography of the Dutch Republic predisposed its population to engage in trade and navigation from the early Middle Ages. Water always dominated the economy and the coastline today differs considerably from that of earlier centuries. Although large tracts of land have been reclaimed, much has also been lost. At the end of the 15th century, the Low Countries¹ (or Burgundian inheritance) passed into the possession of the Hapsburgs.² Despite their geographic proximity and the fact that the northern and southern Netherlands were ruled by the same dynasty, the two regions had little in common during this period.³

By the 16th century the Low Countries had developed into a major centre for trade and industry. Charles V, born in Ghent, had in 1548 granted the territory a privileged and autonomous position within the Hapsburg Empire and with the growth of an urban population the economy developed significantly. In 1555 he abdicated, and his son Philip II acquired sovereignty over Spain and the Low Countries. The conflicts known as the Revolt of the Netherlands commenced in 1568, and the consequences were to impact strongly on the political and economic structure of the region.

The terms of the Peace of Munster in 1648, agreed to by Spain and the

¹ The term used for the present day Netherlands, Belgium and Luxembourg.

² Kossman, E.H., and Melink, A.F. 1974. *Texts Concerning the Revolt of the Netherlands*. Cambridge.

³ Ibid., pp. 11-14.

Netherlands, amongst other things, granted the Spanish king⁴ retention of sovereignty over the southern Netherlands but recognised the independence of the Seven United Provinces⁵ in the north, also known as the Dutch Republic. Later, at the beginning of the 18th century, the southern area passed into the possession of the Austrian Hapsburgs, becoming and remaining the Austrian Netherlands until the Napoleonic Wars. In the post Napoleonic peace settlement, the Dutch Republic and Austrian Netherlands were amalgamated as one kingdom. In 1830 the south revolted, and this resulted in the establishment of two kingdoms, Holland and Belgium.

THE 17th CENTURY

Early in the 17th century the Dutch had established a monopoly in commerce and transport because of their geographical position, their advanced commercial organisation and their efficiency. In addition, they were aided in this by the unprogressive economic policies of their neighbours. Some contend that they maintained their superiority until almost a century later, although others argue that the British Navigation Acts of 1650-1 and the commencement of the first of the Anglo-Dutch Wars in 1652 caused economic recession⁶ and the distribution of power as early as mid-century. The developed south was more adversely affected in the slump that did occur than the north.

One of the factors that fuelled the early rebellion and threatened anarchy was religion. Opposition to Catholicism and the support of Calvinism became bitterly contested issues. Initially the Protestants had more popular backing in the south

⁴ Philip II.

⁵ Holland, Zeeland, Utrecht, Gelderland, Friesland, Groningen and Overijssel.

⁶ Wilson, C. H. 1954. *The Economic Decline of the Netherlands*, ed. E.M. Carus Wilson in *Essays in Economic History*. London: Edward Arnold.

than the north, but in time Holland and Zeeland, two of the seven provinces, became strongholds of the Protestant faith.

On the political front, William of Orange, together with the nobility in the south, protested at the style of government to which they were subjected, which used violent tactics as a means of creating conformity. The strong political, religious and social antagonisms effecting the Revolt, all first manifested in the South, soon foundered and proved to be unsuccessful. In the North where there was comparatively little social tension, surprising success was manifested. The direct result was the eventual creation of an independent state (the Dutch Republic) with a government confident enough to borrow and adapt procedures from other countries in Europe, especially in the fields of taxation and law.

The social system in the two small maritime enclaves of Holland and Zeeland differed from the rest of the provinces in the Low Countries, and this resulted in distinctive religious and political characteristics. The South had always had a grand tradition of nobles, but a powerful nobility had not developed in the North, and it was common for the *bourgeoisie*⁷ to enjoy a close association with the lower classes. The middle class in the North were not wealthy nor did they lay claim to a tradition of political influence. It may be argued, therefore, that it was possible for the population in the North to pursue revolutionary policies with far greater success than their southern neighbours, whose society was more stratified. As the Revolt was provincially motivated, it was not surprising that it made little impact as a national movement. Nevertheless, it did result in division between the Calvinist and Roman Catholic ruled areas with the North eventually becoming Protestant and the South, Catholic.

⁷ Aristocratic rule in Holland was far less extreme than elsewhere in Europe. The Stadtholders had never built up a court and an *embourgeoisement* of the entire population had taken place. Material success, orderliness, respectability and quiet family life were the main aims of the Dutch and even the wealthy regents in Amsterdam were considered *bourgeois*.

It also had a direct influence on the economic development of the 17th century Dutch Republic. Article XIV of the Peace Treaty of Munster permitted the Dutch to blockade the River Scheldt⁸ in addition to the rivers connecting Bruges and Ghent with the Western Scheldt. Whereas Dutch ports had been dependent on the South⁹ for the development and diffusion of commerce and trade in the 16th century, now roles had been reversed. Dutch merchants were able to move their own goods through their acquisition of the harbour at Antwerp, using it as a gateway to flood the southern Netherlands with merchandise. The Netherlands retained its unassailable position as Europe's entrepôt until 1730. Amsterdam functioned as a staple market and was the clearing house for Baltic grain, wine, textiles, silks and metal from its neighbours together with colonial goods from the East. It became the centre of trade in precious metals such as gold from Guinea and silver from South America.

The Dutch were a trading people. They wished to remain compact and independent within defined boundaries. Amsterdam as a town grew from a population of 100,000 in the mid-16th century to 200,000 in the 18th century with the added influx of Calvinist immigrants who had been displaced from the southern Netherlands. These newcomers brought their skills, knowledge and dynamism with them and contributed meaningfully to the economy of the north. The characteristic foreign policy of the Dutch Republic was to seek the protection of alliances, while retaining freedom to manoeuvre. Their fear of a French invasion resulted in affiliations with Britain, Russia and other states in central Europe.

The Dutch Republic prospered in the 17th century because it was able to provide a number of unique services ahead of its competitors. European businessmen

⁸ River on which Antwerp is situated.

⁹ See map. *Western and Central Europe 1555-1648*. Muir's Historical Atlas Medieval & Modern, edited by H. Fullard & R.F. Treharne. London: George Philip & Son Ltd. 9th ed 1962.

found not only material goods and finance readily available, but also ships, shipping technology and manpower which were necessary for transporting exports to foreign destinations all over the world. Southern Europe relied on Amsterdam for its supplies and as a result it maintained its distinctive position. The cleanliness, order and neatness of Dutch urban life in the 17th century fascinated the rest of Europe. Although there was poverty in both rural and urban areas, the standard of social affluence was greater than any of their neighbours and they became the object of envy and admiration.

The Dutch dominated the Baltic trade and controlled the vigorous commerce borne on the great rivers of Europe during this period. It may be argued that, if the Netherlands had been united, rapid economic progress might have taken place earlier, as it did in Britain. Steel, coal and water power that was available in the south and lacking in the Dutch Republic could have provided an impetus for an industrial revolution. From 1713 Dutch policy had been directed by merchant regents and her neutrality, on the one hand, led to the deprivation of stimulating financial management and industrialisation. On the other, by abandoning this neutrality in the war against England from 1780-3, the Dutch Republic brought about her own ruin, as the Dutch fleet was decimated, the coast blockaded and the Dutch possessions in the West Indies seized.

THE BEGINNING OF TRADE WITH THE EAST

As early as the 16th century the Dutch had turned their eyes to the East as initially they had acted as the *entrepôt* for Portuguese and Spanish imports. Asian spices, primarily pepper, had been transported to Europe for the whole of the 16th century by Portugal. During this period, the Portuguese king leased his monopoly on the import and sale of spices to select groups of merchants, but by 1591 the European pepper contract, which determined sales in Lisbon, was in the control of an international co-operative of powerful bankers and merchants who were

represented in almost every large port in Europe. This allowed them exclusive control over the sale of spices and as a result the prices soared.

Trade with the East was an attractive proposition to Dutch merchants. There was no shortage of money in the Northern Netherlands as a result of the Baltic wood and grain trade, herring fishing and the export of dairy products and cloth.¹⁰ They had a knowledge of the East from travellers such as Dirck Gerritz¹¹ and Jan Huygen van Linschoten¹² who had worked for the Portuguese in Asia and compiled the first standard Dutch work on Asia. The first company established for trading with the East was set up by nine Dutch merchants in 1594. The initial expedition to the Indies, under the leadership of Cornelius de Houtman and Gerrit van Breuninghen, was not a commercial success as the cargo of pepper hardly covered their expenses. Between 1595 and 1601 eight different companies sent a total of sixty-five ships to the East in search of riches.

DUTCH EAST INDIA COMPANY(VOC)

Ferocious competition amongst these rivals led to the fall in price of spices on the Dutch market as the vast quantities imported into the country caused a glut. Under pressure from the central government of the Dutch Republic, the merchants came to the conclusion that it was not worth competing against themselves, and the United Dutch East India Company (Verenigde Oost Indische Companje -VOC) was formed with a capital investment of about 1 million guilders.¹³ The merchants were prepared to protect the fledgling company with a large and well-equipped

¹⁰ Jacobs, Els M. 1991. *In Pursuit of Pepper and Tea. The Story of the Dutch East India Company.* Walburg Pers: Zutphen.

¹¹ Waghenaer, Lucas Jansz. 1592. *Het theshoor der zeevaer.*

¹² Van Linschoten, J.H. 1596. *Itinerario.* Amsterdam.

¹³ £540,000 or R4,320,000

fighting fleet.

A Board of Directors, known as the 'Heeren XVII', was formed representing delegates from the six chambers or departments in Amsterdam, Zeeland, Rotterdam, Delft, Hoorn and Enkhuizen. The newly founded VOC was not a temporary venture established to support a single voyage as previous companies had been. It would in fact remain in existence for two centuries. The Heeren XVII co-ordinated the activities of the Company and met three times a year, usually in September, February and at the beginning of summer. The terms of the charter gave the Company the authority to prepare ships for trade with the East, to wage war and make treaties with Asian rulers, to enlist soldiers and administrators and to build and maintain fortresses. The immediate plan was to monopolise the spice trade after first ousting the Portuguese from their strongholds, and then persuading the local potentates to grant the Dutch sole trading rights in return for protection.¹⁴ Intrusion into trade that had been under Portuguese control was an extension of the revolt against Spain. From 1540 to 1680 the Portuguese and Spanish crowns were united.

Two years after its inauguration one of the Company's first fleets, consisting of 13 heavily armed Indiamen, drove the Portuguese from the Moluccas¹⁵ and established a trading post at Banda. It was not long before factories and forts were established throughout the East Indies. Some of the trading stations were unsophisticated, with a local office and a representative of the Company, aided by local staff, engaged in import and export trade. Personnel in Asia soon numbered

¹⁴ Raven., op.cit., p.36.

¹⁵ East Indiamen, op. cit., p. 37.

35,000.¹⁶ A total of 5,000 ship movements were recorded between Holland and Asia for the 17th and 18th century, and 3,300 undertook the return journey. The VOC lost 246 of the 1,700 ships it designed, built and equipped in its two centuries of existence -105 on the outward journey to the Indies and 141 on the return trip.¹⁷ The VOC as an employer and a large trading firm was important to the economy. The smaller cities benefited because equipping a ship bound for India required the services of many local workmen.¹⁸

The history of the VOC has been viewed over the last two centuries from different perspectives depending on a variety of ideological concepts. It has been argued that the Company was imperialistic, although it has been contended that 80% of its turnover was derived from trade and only 20% from revenue and taxes. In recent times it has been viewed as an example of an 'inter-continental manufacturing, trade and transport company'.¹⁹ The VOC was an extremely bureaucratic organisation and as a result, fortunately, left to posterity much in the way of documentation such as invoices, ledgers, journals, minutes of meeting of the Board of Directors, payrolls and account books, letters and instructions.²⁰ Studies of the VOC and its structure have also been supplemented by the development of underwater archaeology which researches and studies shipwrecked Dutch East Indiamen. Valuable and recently discovered artefacts,

¹⁶ Kist, J.B. 1990. Integrating archaeological and historical records in Dutch East India Company research. *The International Journal of Nautical Archaeology and Underwater Exploration*. 19 1:49-51.

¹⁷ Bruijn, J.R., Gaastra, F.S., Schoffer, I., (eds). 1987. *Dutch-Asiatic Shipping in the 17th and 18th Centuries*. The Hague: Rijks Geschiedkundige Publicatien.

¹⁸ Jacobs, op.cit., p. 30.

¹⁹ Kist, op. cit., p. 50.

²⁰ Gawronski, J.H.G. 1990. The Amsterdam Project. *International Journal of Nautical Archaeology and Underwater Exploration*. 19 1:53-61

relating specifically to ships of the VOC period, have helped to shed further light on the history of the Company.

THE DECLINE IN THE DUTCH ECONOMY AND THE 18th CENTURY

By the end of the 18th century there was a decline in Dutch maritime power. Navigational skill and technical competence were no longer ahead of the field.²¹

The Swedish traveller, C P Thunberg wrote,

‘ The Dutch have also occasion for a greater number of men to work their ships than other nations, as their rigging is made after the old fashion with large blocks and thick cordage, heavy and clumsy in every respect.’²²

The Netherlands had fallen behind their English and French competitors in the shipping stakes even before John Harrison’s invention of the chronometer. Rear-Admiral Stavorinus wrote that,

‘it is really to be lamented that so powerful a body as the East India Company, and whose prosperity so much depends on the safe and prosperous voyages of their ships, should trouble themselves so little with the improvement of navigation in general, and the correction of their charts in particular. I could adduce many instances of their faultiness, both with respect to the Indies, and to the coast of Africa. Other nations pursue this object with indefatigable assiduity, especially the English, whose maps are, in general, infinitely preferable to ours.’²³

Stavorinus was of the opinion that the decline was largely due to the bureaucratic attitude of the Directors, who prevented the commanders of Dutch ships from using their own initiative to find better and shorter routes to the East Indies. In addition, the Dutch had lost advantage on the technical front. In the previous

²¹ Boxer, C.R. 1965. *The Dutch Seaborne Empire 1600-1800*. London.

²² Thunberg, C.P. 1795. *Travels in Europe, Africa, and Asia, 1777-1779*. I :113.

²³ Stavorinus, J.S. 1798. *Voyages to the East Indies, 1768-1778*. 2 :111-112; 3 :465-6.

century Dutch warships had fired their broadsides at a rate of three to one compared with the English and French. A hundred years later just the opposite was true. After 1744 there was a steady decline in the numbers of Dutch seamen who were available for service in the navy or prepared to undertake voyages to the East. Stavorinus wrote,

'... the many naval wars, the great increase of trade and navigation...and the consequent great and continual demands for able seamen, both for ships of war and for merchantmen, have so considerably diminished the supply of them, that, in our own country, where there formerly used to be a great abundance of mariners, it is now with great difficulty and expense, that any vessel can procure a proper number of naval hands to navigate her.'²⁴

Although there was a decline in shipping in comparison with the progress made by the English and the French, the Dutch were still a relatively powerful force in maritime commerce. The number of ships involved in the herring trade alone numbered over a thousand. Most of the goods imported from the Indies were re-exported from the Netherlands to other European countries, but it is not known what proportion of colonial trade this constituted. There is no doubt, however, that the weak navy and shortage of able seamen did lead to a changed economic outlook and thereby influenced foreign policy.

Neutrality became a major issue as a result of the declining economic fortunes. It therefore seems surprising that the Dutch should have embarked on a war with England in 1780 for which they were totally unprepared, militarily and economically. Although foreign policy had been based on alliance with England and fear of French aggression, the English seizure of neutral Dutch shipping in the

²⁴ Ibid., p. 406-7.

Seven Years War was particularly resented. It would appear that after noting the difficulties in which England became involved after the outbreak of the American Revolution in 1776, the Dutch felt that they were in a position to increase their seaborne trade at the expense of the English. The Stadtholder and some Orangists, who regarded their alliance with England as a safeguard against the French, were not in favour of the move, as they realised that the English would not hesitate to go into combat.

The ensuing war (1780-1783) led indirectly to the ruin of the VOC, with a catastrophic effect on seaborne trade and colonial power, and the collapse of the Stadtholder,²⁵ who was, as military leader, held responsible for the total inertia of the army and navy. Both France and England endeavoured to obtain exclusive use of Dutch transport facilities, and as the Netherlands vacillated England retaliated by declaring war. The humiliating defeat of the Dutch Republic strengthened the opposition of the anti-Orangist Patriots to the existing form of government.²⁶ The decimation of the Dutch fleet, the blockade of the coast and the abandonment of traditional neutrality led to her economic downfall. The decline in the Dutch trading industries such as the textile, agricultural and brass-foundry activities as well as in shipbuilding seemed to be the result of conservatism and inertia. Consequently, the Dutch were left behind when the Industrial Revolution got under way. This lack of initiative was in striking contrast to the previous century when Dutch entrepreneurs and technicians were the most progressive in the Western World.

It has been argued that the reasons for the economic decline of the Dutch Republic in the latter half of the 18th century came from unavoidable factors such

²⁵ Jonge, de, J.C. n.d. *Zeewezen*. 4 : 379-440.

²⁶ Kossman, op. cit., p. 685.

as the progressive development of shipping and industries in neighbouring countries and political divisions and mutual mistrust between pro- and anti-Orange factions, which meant that reforms were automatically rejected by one side or the other. In addition industrial unemployment in the northern Netherlands had induced many skilled workers to emigrate. British economic growth started accelerating from 1740 as the first phase of the Industrial Revolution commenced. Workmanship in Dutch copper-smiths, brass founders and steel and iron work was found to be inferior, and in the textile industry there was a lack of initiative and an aversion to experimenting with new methods and techniques.²⁷ As a writer in *De Koopman* said in 1775: 'We are no longer innate inventors, and originality is becoming increasingly rare with us here. Nowadays we only make copies, whereas formerly we only made originals.'²⁸

Some late 18th century commentators alleged that Dutch rentiers who had invested in England and France deliberately aided enemy states in times of war. This view is dismissed by later historians, but Johan de Vries points out that investment in England and France was harmful to the Dutch Republic because it continued for longer than it was profitable.²⁹

It would seem justifiable to assume that, at the end of the 18th century, many more inhabitants of the northern Netherlands were interested in politics and culture than their counterparts in the south. The former were literate, and maintained a relatively high standard of learning. In addition, the writings of active journalists provided an insight into the political issues of the day. Consequently they were

²⁷ Boxer, C.R. op.cit., p.290.

²⁸ Wilson, C. 1945. *Holland and Britain*. London. Quote from J.de Vries, *Economische achteruitgang*, p.63.

²⁹ Vries, de, J. 1959. *Der economische achteruitgang der Republiek in de achttiende eeuw*. Amsterdam. pp. 172-80.

aware of the possible repercussions when the French, as part of Napoleon Bonaparte's quest for power after the French Revolution, declared war on the 'tyrant' William V, the Dutch Stadtholder and George III of England. Initially the French invasion was repulsed but in January 1795, after the capture of Utrecht, the Stadtholder was forced to flee to England.³⁰

The French, whose general policy involved creating satellite states, did not annex the Dutch Republic in 1795 as they conceded the autonomy of the Dutch and respected their form of government, even though they believed the Stadtholder to be tyrannical and corrupt. Linguistically, the northern Netherlands differed from France, and it was felt that a seafaring people could not be successfully controlled, as they had ready access to the ocean. The Patriots in Holland who were anti-Orangist³¹ were in a strong position to effect revolution in a controlled manner even though the House of Orange wished to re-instate the old regime, with slight modifications, to its former status. In essence, the revolutionary period, one of almost uninterrupted war, proved to be a decidedly unfavourable period for the Dutch economy at home and abroad. The colonies in the East, that had always been a lucrative source of income for the Netherlands, were gradually annexed by England, and in the interim they did not yield sufficient profits to cover the losses which were being incurred by the Dutch government.

The *coup d'état* by the radicals in Holland in 1798 was welcomed by the majority in the Dutch Republic, but two months later the moderates took over the reins of government. They did not seem to have the energy to implement any of the democratic policies envisaged in the newly drawn-up constitution. In 1799, when

³⁰ Kossman, op. cit., p.686.

³¹ The intellectuals formed an opposition to the Orangists and called themselves the Patriots. Patriotism became synonymous with anti-Orangism. It was felt that the House of Orange no longer represented the whole nation.

the British troops landed in North Holland, with the returning Stadtholder, there was no significant support for the House of Orange. This negative reception, however, did not enhance the Dutch cause in the eyes of the French as in 1801, France, with an evident change of heart, swept away the regime and replaced it with an authoritarian government of twelve, which in turn was replaced in 1805 with a dictatorship led by R.J. Schimmelpennick. Subsequently, Emperor Napoleon 1 placed his brother, King Louis Napoleon, on the throne of the northern Netherlands. However, in 1810, he decided against continuing with his experiment of a Dutch monarchy under Louis and incorporated the country into France. It can be argued that he felt that by controlling Holland he could more successfully blockade Britain and succeed in his efforts in bringing that country to her knees.

Napoleon's government in the northern Netherlands did not solve any problems. In fact it compounded its economic woes. The number of ships entering ports in Holland fell from a yearly average of 4,180 between 1785-9, to 2,713 in 1797 and by 1811 it was down to a mere 15.³² Fortunately trade did not disappear. Imported goods arrived via other routes and the northern Netherlands managed to remain a relatively important commercial power until 1810, with imports and exports totalling one third of those in Britain. Considering that the population of the United Kingdom was six times the size of the Dutch Republic, (later the Kingdom of Holland) this signified that Dutch trade was by no means inconsiderable. The Napoleonic era, however, did see a decline in finance and commerce. Shipyards and related industries, as well as factories dependent on imported materials such as the sugar refineries, all suffered. Some sustained losses from which they were unable to recover. French protectionism caused foreign markets to become unattainable with the closure of land and sea routes.

³² Brugmans, I.J. 1961. *Paardendenkracht en mensenmacht. Sociaal-ekonomische geschiedenis van Nederland*. The Hague.

The small factories, although not as susceptible to isolation, were unable to make any social or economic impact as they employed relatively few people. The Dutch had for a time dominated the Baltic trade³³ and controlled the vigorous commerce borne on the great rivers of Europe, but by the end of the 18th century this too had declined.

From 1713 Dutch policy had been directed by merchant regents who led the Dutch Republic first into a policy of neutrality, and then into a policy of war. Neither benefited the Dutch Republic. Neutrality deprived the economy of the stimulus of financial management and industrialisation. War, when it came, brought economic ruin. The Dutch Republic became a pawn in the great rivalry between Britain and France. By 1815 she had become a second rate power and a new economic order had evolved, something the merchant class in the Netherlands refused to acknowledge. It was left to King William I to revitalise the country by promoting modern economic ideals, nurturing the colonial trade, protecting the textile and metal industries and accelerating the transit trade.³⁴

THE DEMISE OF THE VOC.

During the Anglo-Dutch War of 1780-3, the Dutch government became aware of the inferior communications system that existed between Holland and its Asian colonies. The squadron sent to the East by the States General to protect the VOC's position and power was unable to liaise satisfactorily with the Dutch Republic. As a result, after the war the State requested that the VOC build packet boats, which were fast, single-masted cutters. They weighed 120 tons, were 80

³³ Barbour, V. 1954 *Dutch and English Merchant Shipping*, edited by E.M. Carus-Wilson in *Essays in Economic History*. London: Edward Arnold. In the 17th century the Dutch sent 700 to 800 ships a year to the Baltic.

³⁴ Wilson, op.cit., pp.268-269.

feet long and designed to carry packages, letters and passengers from the Dutch Republic four times a year to Batavia and twice a year to Ceylon. These boats proved to be successful and were operational from 1788 to the mid-1790s. They were a useful component of the VOC fleet in the East.

During the 17th and 18th centuries the VOC was the largest shipping and trading company in the world; it employed thousands of people; its fleet numbered more than a hundred ships; and it controlled six chambers in the Dutch Republic and about thirty settlements in Asia. By the end of the 18th century the Company was bankrupt.³⁵ The Directors found it difficult to run six departments efficiently, to effect satisfactory long term planning and to contend with the tremendous distances to the East. As a result the Company became vulnerable. Its finances were inadequate. It was under capitalised and relied too heavily on short term loans. The revenues in Asia decreased while the expenses increased. European competitors and Asian rulers contending for the lucrative trade, necessitated the VOC having to defend its position. Pepper's declining popularity could be attributed to improving agricultural techniques and the ability to keep more livestock year-round i.e. a fall in the necessity to eat poorly-prepared, putrid meat in the European winter. Also improved trade links meant the import of more salt as a preservative and the resultant falling freight rates for a bulk commodity. Private trading, smuggling and tampering with weights and quality all proved injurious to the VOC.

The company suffered greatly as a result of the Fourth Anglo Dutch war. The English confiscated goods on homeward bound ships. VOC trade was dormant for two years and the Company's debts increased. Despite the attempts of the state government to assist it, it could no longer afford to send either sufficient

³⁵ Jacobs, op. cit., p. 95.

ships or personnel to Asia. A Committee for the Affairs of the East India Trade and Possessions replaced the Directors of the Company. At the end of 1799 the VOC disappeared. The Dutch government assumed all its liabilities and possessions. Dutch shipping continued voyages to the East but under a different name and different flag.³⁶

THE EARLY 19TH CENTURY

Commercial activity during the revolutionary period was estimated at about 80% of the capacity attained in the mid-eighteenth century. The slow decline in the economy was evident after 1795 although no dramatic turn manifested itself. By 1810, after the abdication of Louis Napoleon, the annexation of the Netherlands led to a complete but short-lived interruption in trade. The impoverishment of the masses grew during this period, but Holland was still able to spend more money on carrying out relief work than its neighbours in the south. Nevertheless, after fifteen difficult years, the 1810 annexation brought the ultimate catastrophe,³⁷ resulting in economic collapse. Although the French opened their home market to the Dutch in 1812 this did not ease the situation. After the Battle of Leipzig in 1813, French troops and civil servants withdrew from the country and the Prince of Orange returned to the Netherlands. In December, the Stadtholder, William VI, son of William V (who died in 1806), was inaugurated as Sovereign Prince, William I. Independence in 1813 did not immediately rid the Dutch of an out-dated economic system.

While the Napoleonic Wars were in progress, ships that had started life as commercial transporters were commandeered as warships. In terms of the peace settlement, the newly created Kingdom of the Netherlands (i.e northern and

³⁶ Ibid., p. 96.

³⁷ Kossman, op.cit., p. 100.



Prince of Orange (H. Colenbrander)



King William 1 (H. Colenbrander)

southern Netherlands) regained maritime resources that had been lost during the wars. These included not only the ships and ammunition at Texel, but also a third of the vessels that had previously been captured by the enemy during the conflict.³⁸ Most of these were in a poor condition as they had received little maintenance during the war years.

When William I reviewed the overall military strategy for the Netherlands in 1814, he realised that it would be imperative to send troops to the East Indies as speedily as possible. This would block the English, and prevent any prospective invasion as they were still the greatest trading rivals of the Dutch. The Asian warlords, too, were assessing the trade potential of their regions. A military commission, comprising Lieutenant J W Janssens, Colonel J Van den Bosch, Colonel Van Diermen and Colonel H W de Kock, was formed on 8 July 1814 to address these problems. Their task was to establish a policy for the East Indies which could be enforced by the Netherlands on an efficient and responsible basis. One of their recommendations was that a distinction be made between administering Java and the areas of Sumatra, Celebes and the Moluccas.³⁹ The Governor-General of the East Indies, Baron van der Capellen, was appointed 'Kommandant en Chef' of the Colonial Army, which in effect was still part of the standing army.⁴⁰

Although the commission had decided in 1814 that the Colonial Army should fall under the Minister of Defence and not under the Department of Trade and

³⁸ Serlie, A. 1987. *Herstel van de Scheepvaart en Handel tussen Het Koninkrijk der Nederlanden en Nederland Oost-Indie in de Periode 1813-1824*. Unpublished Doctoral thesis. Rijksuniversiteit, Leiden. p.24.

³⁹ Bossenbroek, M.P. 1986. *Van Holland naar Indie, het transport van koloniale troepen voor het Oos-Indische leger 1815-1909*. Amsterdam and Dieren. pp.18-19.

⁴⁰ Serlie, op. cit., p. 25.

Colonies, by 1815 a difference of opinion had arisen between Lieutenant Janssens and Colonel van den Bosch as to which authority should be responsible for the troops. A compromise was reached and it was agreed that the organisation and deployment of troops be placed with the Department of Trade and Colonies under the Director-General, Johannes Goldberg, while military strategies and manouvres would fall under the Minister of Defence and Marine. The purchase of uniforms and food and the payment of the military and civilian employees would be the responsibility of the Chamber of Commerce.⁴¹

A further problem facing the commission of 1814 was whether the colonial troops should be recruited from the standing army or from independent sources. It soon became obvious that it would be impossible to secure enough men from the army alone and it was agreed to set up a military college on the island of Texel which would act as a potential pool of expertise, from which suitable manpower could be drawn for duty in the East. In the meanwhile the commission sought to fulfil troop requirements in the following four ways: all units in the army would be required to supply 1/16 of their strength as corporals and soldiers to the colonial army; volunteers would be offered an incentive to join the colonial troops; deserters from the regular army would be granted amnesty if they joined the colonial army; and a wage would be offered to Netherlanders and volunteers from other countries if they were prepared to be contracted for six years: 10 florins per month for locals and 6 florins per month for immigrants.⁴²

Article 204 of the constitution⁴³ of the Kingdom of the Netherlands, stated that the King became responsible for providing a colonial army made up of volunteers

⁴¹ Zappey, op. cit., p.106.

⁴² Serlie, op. cit., p. 26.

⁴³ Colenbrander, H.T. 1927. *Vestiging van het Koninkrijk (1813-1815)*. Amsterdam: J.M.Meulenhof.

alone, as he was not permitted, in terms of Article 210, to use the military for colonial service. As a result, by December of that year William I decided to establish the 'Depot Battalion for Troops in the Colonies No 33' at Hardewijk, and not in Texel as previously recommended. This camp would organise recruitment, uniforms, arms and training for the men who would be sent to do duty in the colonies.⁴⁴ From 29 October 1815 and 23 September 1824, 987 officers and 15,172 men were sent to the East Indies. Of these 443 officers and 10,356 lower ranks were made up from supplementary troops, while 544 officers and 4,816 men were from the expeditionary forces. Many of the troops later remained in Batavia and established themselves in the colony. It was in the above context that the *Amsterdam* found herself being prepared for what was to become her final voyage to the East.

DUTCH SHIPBUILDING IN 17th AND 18th CENTURIES

When the VOC was first formed in the 17th century, it managed to procure merchantmen from private owners for overseas trade. Later it became common practice for the Company to prepare its own fleets for the East, which in effect meant building and fitting out vessels⁴⁵ which belonged to them. By the end of the Fourth Anglo-Dutch War in 1783, after almost two centuries of successfully supplying its own needs, the Company was once again forced into renting ships which were privately owned as it was in dire economic straits.

In the 17th century English shipbuilding was inferior to Dutch. English-built ships were too expensive, stowed too little cargo and were inconvenient, uncomfortable vessels. In addition, prices for timber, deal, plank, hemp, flax, pitch and tar, some

⁴⁴ Bossenbroek, op.cit., p. 27.

⁴⁵ Jacobs, op. cit., p. 97.

of the main components in shipbuilding, were all far lower in Holland.⁴⁶ The Dutch had easy access to abundant capital and a merchant could borrow at favourable rates of 3-4 % whereas in England the legal rate was 6% and the carriage of bulky goods was not profitable for them even when commandeering Dutch built ships. During this period great success was achieved by the Dutch with the construction of a small ship known as a *fluyt*, which was a three-masted vessel with a slight, light hull which was able to accommodate and easily convey heavy cargo. By the end of the 17th century this vessel could be built by the Dutch for as little as 1,600 *guilders*. It could handle rough weather and needed only a small crew. The flat, broad bottom prevented rolling, and the round bows lessened the tendency to pitch. In a treatise on shipbuilding, Nicolaes Witsen wrote the following in 1671:

‘It is surprising that foreigners though they have studied economical shipbuilding in the dockyards of this country, can never practise it in their own land.... Even if a foreigner had all the building rules in his head, they would not serve him....unless he should find a way to inculcate in his workmen the thrifty and neat disposition of the Hollander, which is impossible.’⁴⁷

Although there was no real uniformity in shipbuilding in the Dutch Republic during the 17th and 18th centuries, two methods of construction were usually followed - either ‘skeleton-first’ (starting with the frames in position), or ‘shell-first’ (commencing with the outer timbers first and later inserting the frames when the hull was almost complete). Jeremy Green,⁴⁸ of the Maritime Museum in Western Australia, has initiated a project in conjunction with the Nederlandsche

⁴⁶ Barbour, V., op.cit. p.232.

⁴⁷ Witsen, Nicolaes. 1671. *Aeloude en Hedendaegse Scheeps-bouw en Bestier*.[s.n.]

⁴⁸ Green, Jeremy. 1993. Report on a visit to the Netherlands 1-16 October 1993 for the Australian Academy of the Humanities. Fremantle.

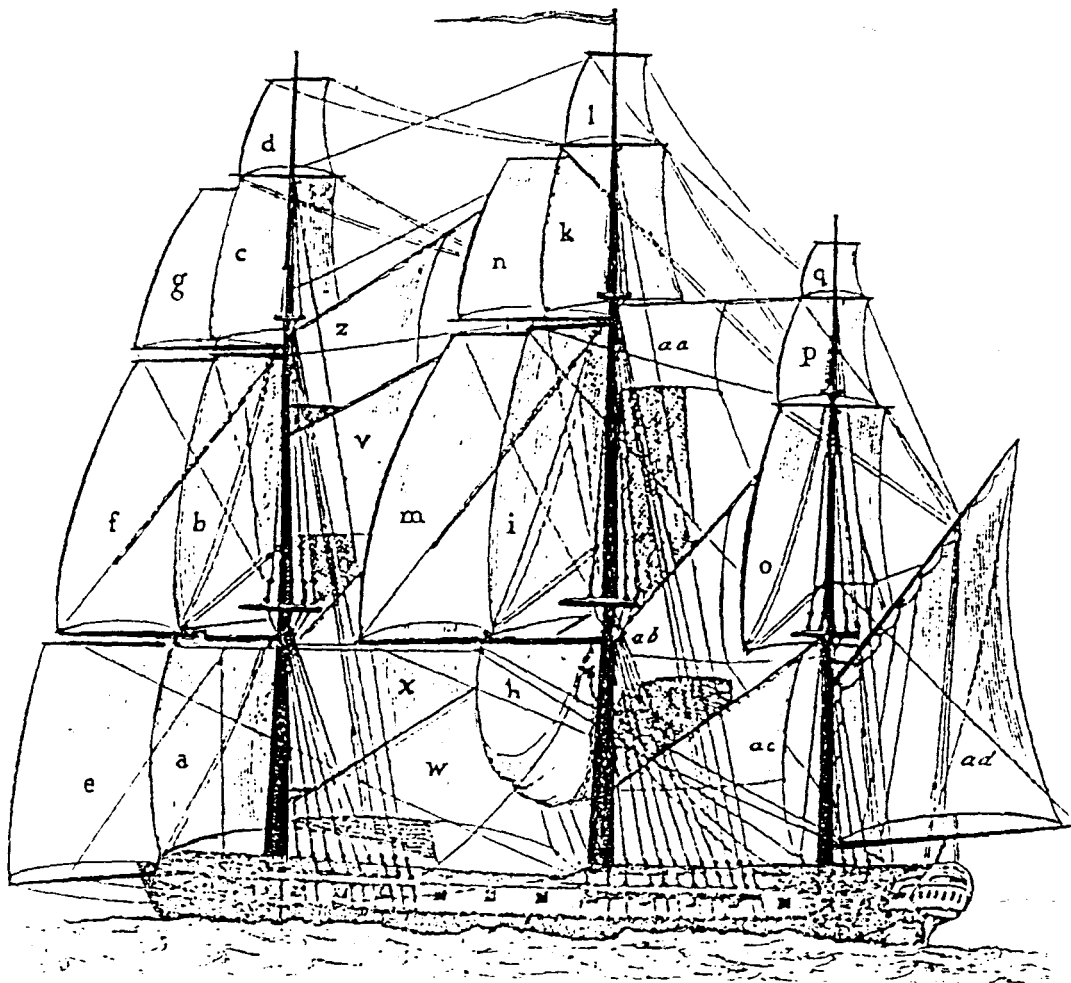
Scheepvaartsmuseum, Amsterdam, to study the 'shell first' method as this was what was commonly used by early Dutch shipbuilders.⁴⁹ Some first hand experience was gained when the Maritime Museum treated, conserved and reconstructed timbers salvaged from the wreck of the *Batavia* with great success, and a 1:10 scale model of the ship was built so that the tradition of 'shell-first' construction could better be understood. The lack of synthesis between historical and archaeological evidence on the extensive subject of shipbuilding needs to be addressed and it is therefore beneficial to use and compare all surviving records, models and material remains. A new project involving the reconstruction at the museum of a replica of the *Duyfken*, a Dutch ship of 1606, built using traditional methods and early tools, will facilitate the interpretation of written material and extend knowledge in applying practical techniques. Specialists have worked in isolation with little financial support and few opportunities to compare data over the years, but hopefully in the next decade this problem will be overcome allowing better comprehension of early shipbuilding.

During the 17th and 18th century the total shipbuilding tonnage for the VOC was spread amongst the six chambers⁵⁰ with Amsterdam supplying half the ships, Zeeland a quarter and the other four, one sixteenth each. Most of the building materials such as wood, iron, pitch, tar, hemp and flax were imported in their raw form and were processed in the Dutch Republic. Oak, pine and fir came from Koningsberg, Hamburg and Berlin, while wood for beams, masts, knees⁵¹ and floor

⁴⁹ A replica of the *Duyfken*, 1606 - the first European boat to reach Australia, is currently being built by the team who built the replica, *Endeavour*. The *Duyfken* is being constructed on the premises of the Western Australian Museum, using original building methods, funded by private enterprise.

⁵⁰ Amsterdam, Zeeland, Rotterdam, Delft, Hoon and Enkhuizen. These chambers developed into VOC departments with their own offices, warehouses and shipyards. The Amsterdam Chamber comprised four sections viz. the Department of Commerce, Audit Department, Committee of Revenues and the Department of Equipage. The other chambers were organised similarly but on a smaller scale.

⁵¹ See glossary.



THE SQUARE SAILS

- | | |
|--|--|
| (a) The Fore Sail | (k) The Main Top-gallant Sail |
| (b) The Fore Topsail | (l) The Main Top-gallant Royal |
| (c) The Fore Top-gallant Sail | (m) The Main Topmast Studding Sail |
| (d) The Fore Top-gallant Royal | (n) the Main Top-gallant Studding Sail |
| (e) The Fore Studding Sail | (o) The Mizzen Topsail |
| (f) The Fore Topmast Studding Sail | (p) The Mizzen Top-gallant Sail |
| (g) The Fore Top-gallant Studding Sail | (q) The Mizzen Top-gallant Royal |
| (h) The Mainsail | (r) The Spritsail |
| (i) The Main Topsail | (s) The Spritsail Topsail |

THE FORE AND AFT SAILS

- | | |
|-------------------------------|--------------------------------------|
| (t) The Jib | (z) The Main Top-gallant Staysail |
| (u) The Fore Topmast Staysail | (aa) The Mizzen Staysail |
| (v) The Fore Staysail | (ab) The Mizzen Topmast Sail |
| (w) The Main Staysail | (ac) The Mizzen Top-gallant Staysail |
| (x) The Main Topmast Staysail | (ad) The Driver or Speaker |
| (y) the Middle Staysail | |

Sails on a three-mast ship (D.Lever)

timbers were obtained from Norway, Northern Russia and the Baltic. Prior to being used, all timbers had to be leached⁵² in water, near the shipyard, to prevent mould from growing on them later. Timbers were cut by carpenters, who then laid down the keel, a process which took approximately three months. This was about the length of time it needed for the wood to dry out so that it did not shrink or crack. It was usually eighteen months from the time a ship was requisitioned to its delivery.

In the mid-17th century, the city of Amsterdam had expanded rapidly and as a result the Admiralty was able to plan a large arsenal on the man-made island of Kattenburg in the far north-eastern corner on the banks of the River IJ. A second island, Wittenburg, was reserved for small private docks. The VOC erected a shipyard complex with three slipways, plus workshops and storage areas on the third island, Oostenburg.⁵³ This vast network of shipyards was built for the maintenance and construction of the enormous VOC fleet. A four storey *entrepôt*, designed by Daniel Stalpaert, dominated the site on the River IJ.⁵⁴ This building contained a slaughter-house on the ground floor, where as many as fifty to sixty carcasses could be hung. In addition there were depots for iron, nails and cables and attics on the higher floors, where pepper and other spices were kept. The sailmaker's workshop, although originally in the same building, moved to its own quarters in the 18th century. The carpenter's workshops, sawmill and wood kiln, used for bending planking into the correct shapes, were to be found behind the *entrepôt* while the master shipwright and master of the equipage were provided with Company houses also on the site. A tarring house used for impregnating ropes with boiling tar and making resin, a type of ship's varnish, was situated at

⁵²To leach was to get rid of unwanted soluble material.

⁵³ Jacobs, op.cit., p. 33.

⁵⁴ Ibid., pp. 33-34.

some distance away. An anchor forge with eighteen furnaces was at close quarters and four large warehouses, which combined into one to form storage for sugar, tea and tin occupied a convenient site in the area.

The restrictive approach of the VOC led to the stagnation of innovative shipbuilding in the Netherlands. Whereas previously the Dutch had led the English in the field, they now found themselves lagging. Early in the 18th century, three British shipbuilders were invited to work in Amsterdam to advise on English methods of construction. This had the desired effect and resulted in the improvement of the performance of Dutch warships. They became lighter and the length, breadth and depth ratios allowed for greater speed. The largest warships were 171 feet long, 43 feet wide and 16 feet deep, armed with 82 guns and usually comprising two decks. The length was measured along the lower deck and expressed in Amsterdam (Dutch) feet (28.3cm).⁵⁵ English ships were built with three decks and often carried as many as 90 guns. Despite relatively old fashioned shipbuilding practices, 71 Dutch men o' war and frigates were built between 1780 and 1789.⁵⁶ Nevertheless, Dutch warships were often at a disadvantage when compared with those of other nations as their dimensions were restricted by the depth of water in their harbours. The four most important factors considered when constructing ships for battle were speed, stability, draught and height above water.

By 1793 the Dutch began to follow the French and English traditions and build three decker ships of about 84 guns. As early as 1764 the Zeeland master shipwright, Willem Udemans, had proposed that ships be built with three rather

⁵⁵ 11 inches.

⁵⁶ Bruyns, J.R. 1995. *Van diversiteit naar eenheid. Marine scheepsbouw in de achttiende en negentiende eeuw*. Leiden.

than two continuous decks.⁵⁷ The three-decker provided for more living and storage space and was also safer because the hole or 'waist' between the traditional half decks was sealed. In England, Gabriel Snodgrass,⁵⁸ the East India Company's chief surveyor from 1758-1797, also argued against the deep waisted ship, with poop and forecastle rising above the main deck. Such construction created a well which trapped vast quantities of swirling water when seas were heavy, making the vessel liable to capsize. Flush, cambered decks running the length of the ship shed water easily. At first the VOC was against the proposal as it was felt that the three deckers would be stuffy, rickety and unseaworthy. To prove his point Udemans built several three-deckers, and, as they proved a success, the Company relaxed its policy with regard to the regulations. Whether the Dutch or English first introduced the improved method of shipbuilding into Holland may be argued, but the ultimate outcome was a fleet of more stable vessels.

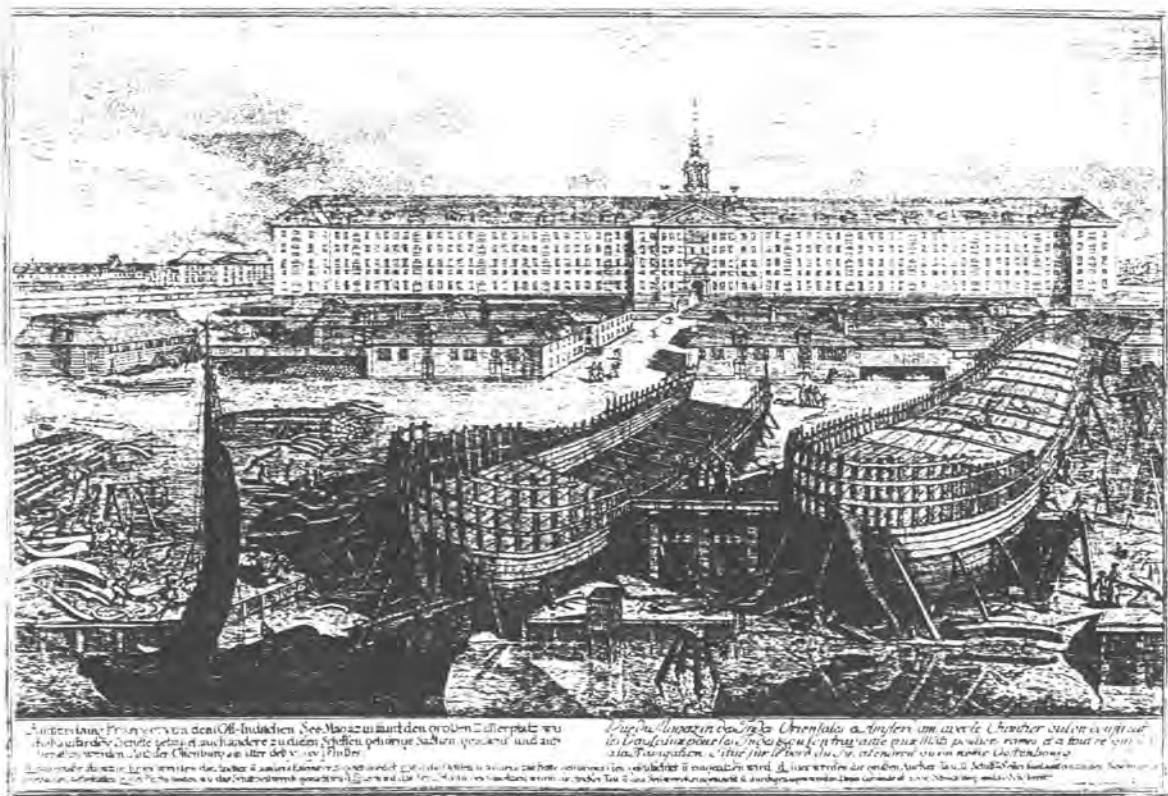
In the 18th century the cost of equipping a ship was about 100,000 *guilders* with the hull costing 65,000 *guilders*, the masts 3,500, the sails 6,000, the rigging 8,600, the anchors 2,300 and the armaments 12,800 *guilders*.⁵⁹ After a ship's first voyage to Asia, the cost of repair and maintenance was about 35,000 *guilders*; after the fourth voyage it could be as high as 62,000. The East Indiamen built in Holland in the 17th and 18th century differed little in appearance from most men o' war except that they carried fewer guns and had a broader hull for transporting merchandise.

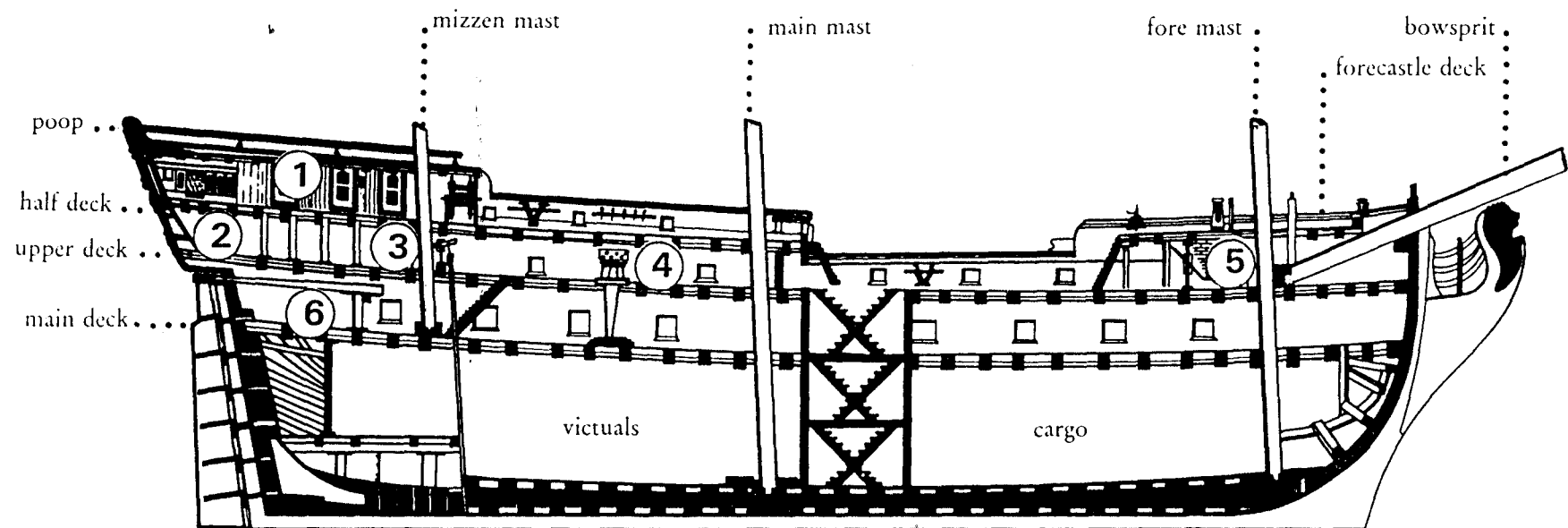
The British navy had begun experimenting with 'coppering' its ships as early as

⁵⁷ Jacobs, op. cit., p. 31.

⁵⁸ East Indiamen, op. cit., p.151.

⁵⁹ Jacobs, op. cit., p. 25.





- 1: cabins
- 2: master's cabin
- 3: great cabin
- 4: capstan
- 5: galley
- 6: gunroom

Layout of an East Indiaman

1761. An extra sheet of copper protected them from teredo worm⁶⁰ and also stopped the build-up of algae. The ships sailed faster, required less maintenance and had a longer lifespan. The fragility of the copper sheets and the high cost were disadvantageous, but eventually, in 1792, the Heeren XVII agreed that the Dutch Navy would be permitted to follow the same system. However, it did not become mandatory because of the expense.

Once the construction of an East Indiaman or Dutch man o' war was complete, it was towed from between the pilings at the local shipyard to the roadstead. From Amsterdam, Hoor and Enkhuizen, the ships sailed across the Zuider Zee to Texel and dropped anchor in the Muscovite or Coopvaerders Roadstead, southeast of the island. The narrow channels of the Zuider Zee and shifting shoals made the crossing hazardous, so a large ship was often placed in a camel⁶¹ and towed to its destination. When provisions and the final rigging had been supplied in Texel, officials from the Department of Equipage would arrive from Amsterdam to present the master of the ship with official letters which acted as a final form of instruction to sea-going captains. After this formality had been carried out, ships were allowed to set sail for the East with the next favourable wind, in a convoy which usually comprised two to five vessels.

TEXEL AND NIEUWEDIJEP

Texel is a bleak island measuring approximately 12 miles long by six miles wide and situated north of Den Helder,⁶² a Dutch town on the mainland in northern Holland. The island, comprising mainly sand dunes in the 18th and 19th centuries,

⁶⁰ See glossary.

⁶¹ These curious box-like craft were submersible pontoons which lifted large ships the extra metre needed to negotiate the sandbanks in the Zuider Zee on the trip to Texel.

⁶² See map, pp19-20

was pounded by the winter gales of the North Sea. Safe, deep moorings on the leese side (the south-east) of the island in the Coopvaerders and Muscovite Roadsteads, provided a haven for the largest of vessels. The moorings at Nieuwediep (now Den Helder) on the mainland, were also eminently suitable. A commissary store, the 'New Work', was stationed at Nieuwediep which maintained a reasonable supply of materials for rigging and victualling vessels, but the bulk of the supplies and cargo came by barge from Amsterdam.⁶³ Provisions for the six to seven hundred troops, passengers and crew, for at least six months constituted vast quantities of food.⁶⁴ Although most ships' masters would leave with the intention of taking on extra rations at the Cape of Good Hope, as much as possible was loaded at the outset of a voyage. As far as quality was concerned, two different standards existed: one for the captain, officers and passengers, and one for the rest of the ship's complement.

At the beginning of the 19th century the depot at Nieuwediep supplied many specialist workmen, such as carpenters, painters and masons, to equip the ships.⁶⁵ Some vessels built in Amsterdam needed to be completed at Nieuwediep, while others underwent repairs and re-fitting there, after having spent some time at sea. The master shipwright, master of equipage and ship's master were jointly responsible for the vessel. Names of new ships were based on recommendations from the owners. Female names and country estates were often popular choices. When ships changed ownership, they were often re-named.

⁶³ Marsden, Peter. 1974. *The Wreck of the Amsterdam*. Hutchinson & Co Ltd.:London.

⁶⁴ See appendix 'An estimate of the weight of an eighty gun ship as fitted for sea with six months provisions.'

⁶⁵ Hofmeijer, Capt Hermanus. 1814. Unpublished *Journal*, translated from the original Dutch. Port Elizabeth, South Africa.

THE AMSTERDAM

The *Amsterdam* started out her naval career in 1806 as the *Leeuw*. She was soon renamed *Commercie Amsterdam* and *Amsterdamsche Handel* and eventually became the *Amsterdam* in 1814. Naval records reflect that she was by no means the first ship bearing this name.⁶⁶

At the time the *Amsterdam* was being fitted for her journey to the East, other ships were undergoing the same work in Nieuwediep. Hofmeijer's journal makes reference to the fact that moorings were often changed - presumably as the vessel completed some section of the re-fit. The *Amsterdam* carried a core crew that remained on board to man her and to attend to the rigging and general maintenance work. Provisions and water were sent out on an almost daily basis by pilot boat or caique⁶⁷ from the stores at the New Work to keep those on board adequately supplied.⁶⁸ Warehouses carrying rigging, paint, spare sails and other essential equipment were to be found on the shore at Nieuwediep.

The *Amsterdam's*⁶⁹ keel was laid down on the 12 June 1804 for the Department of Amsterdam, on the Rijkswerf in the Amsterdam shipyard and she was first launched on 1 July 1806. She took longer than usual to complete, possibly because of the increased activity in shipbuilding at that time. Normally standardisation allowed for shipwrights to build ships at an astonishing speed. Carpenters were able to assemble materials swiftly as vast reserves of timber

⁶⁶ The Dutch East Indiaman, *Amsterdam*, 1748 wrecked at Hastings, England; the 1792 packet, second class, *Amsterdam*, surveyed in London (Register of shipping 1812); and 1804 receiving ship, *Amsterdam*, of 32 guns, stationed at Plymouth, (Navy List 1809-1814), being amongst some of the others.

⁶⁷ Hofmeijer, op.cit., 3 December, 1814. See glossary.

⁶⁸ Hofmeijer, op.cit., 4 December, 1814.

⁶⁹ Called *Leeuw* at this stage.

were available. In addition the great state arsenal in Amsterdam had cables, anchors, sails, yards and cordage at the ready.⁷⁰

The *Amsterdam* was built by master shipwright R. Dorsman, as a first rate ship of the line⁷¹ She carried 82 guns⁷² and was strong enough to fight in line in battle, being able to keep up to speed and fight any enemy of equal strength. The vessel was 55.20m long, 14.70m wide and 7.12m deep. Her sails measured 2,327m² in area.

She was taken into service in the Netherlands on 1 July 1806 as the *Leeuw*. On 27 December 1806 her name was changed to *Commercie Amsterdam*⁷³ although she still served with the Dutch Republic⁷⁴ and by 18 March 1808 she had become the *Amsterdamsche Handel*.⁷⁵ The name of her commander is not recorded between this period and 13 August 1809 when after only three years she was taken out of service. There is no record of the reason for this but it is possible that she was re-fitted. Six months later she was back and between 5 May 1810 and 13 December 1810 the ship was under the command of Captain G.A.de Falck. From 1 July 1810 to 1 March 1811 she functioned as a patrol ship for the port of Amsterdam. Captain A. Holland took over as commander from 13 December 1810 to 2 July 1811. During 1811 the ship was coppered according to the latest

⁷⁰ Barbour, V., op.cit., p.242.

⁷¹ Landstrom, Bjorn. 1961. *The Ship*. London: Allen & Unwin.

⁷² In the *Monsterolle* she is recorded as having 80 guns, in the Ribberink letter 32 guns and in the auction notice, 90 guns.

⁷³ Verbaal 27-12-1806, nr. 26.

⁷⁴ Backer Dirks, J.J. 1890. *De Nederlandsche Zeemacht*. Tweede Deel. p 233. Gravenhage: De Gebroeders van Cleef's.

⁷⁵ Verbaal 18-03-1808, nr. 1a.

specifications in shipbuilding techniques. On 1 March, she left Amsterdam for Vlissingen, where she joined an auxiliary squadron under Captain de Vaisseau on the River Schelde, but by 2 July 1811 she was re-deployed to Texel under Captain A.W. de Man. The squadron operating here was under Vice-Admiral J.W. de Winter. From 5 October 1811 to 6 April 1813, the *Amsterdamsche Handel* was commanded by a French captain, and the squadron was under orders from Vice-Admiral C.H. Verhuell from 14 April 1812. On 23 March 1813 the ship left Texel for Antwerp. Here she was placed under new French command from 6 April 1813. On 28 May she left Antwerp and spent some time during the year in Hellevoetsluis after which she returned to Den Helder on 16 November 1813 and found the town under siege. The French commander was relieved of his duties and the ship was impounded.

On 1 January 1814 the *Amsterdamsche Handel* was re-named the *Amsterdam* and placed under the command of Captain J. Groot for the period from 4 May to 1 October 1814. She was absorbed into the squadron under Rear-Admiral A.A. Buyskes. Captain Hemanus Hofmeijer assumed command of the ship from 1 October 1814 to 27 March 1815. The *Amsterdam* departed from Den Helder and was deployed to the River Maas and Hellevoetsluis. Evidence seems to indicate that at each new destination the ship was subjected to a change in command. It has not been feasible to trace whether this was a matter of policy or expediency. Captain J.D. Schutter was appointed the new captain from 27 March to 1 October 1815, and was ordered to return from Hellevoetsluis to Texel. On 1 October 1815 Captain Hofmeijer once again assumed command of the *Amsterdam*, which was re-absorbed into the squadron of Rear-Admiral Buyskes. Together with other ships from the fleet, she departed on 29 October 1815 from Texel for the Dutch East Indies with a number of troops on board. Their purpose was to take over the Dutch colonies from the English.

The departure of the first squadron to the East had been delayed for various reasons. The Department of Trade and Colonies was not fully organised, and insufficient troops had been recruited. Although 4,000 men had been enlisted in Holland and it was hoped to recruit 5,125 from the Cape of Good Hope and 5,350 in Asia, with the defeat of the French by the British at Waterloo on 18 June 1815, the colonies were momentarily relegated to secondary importance. It was only by 28 October 1815 that the troops were ready to depart.

Between 29 October 1815 and 21 May 1824 32 Dutch men o' war sailed to the Indies. Amongst the first to leave from Texel, under the command of A.A. Buyskes, were seven warships and three merchant ships,⁷⁶ including the 'linieschip' *Amsterdam*, with Captain Hermanus Hofmeijer, 250 crew, 56 officers and 511 men and other ranks.^{77 78}

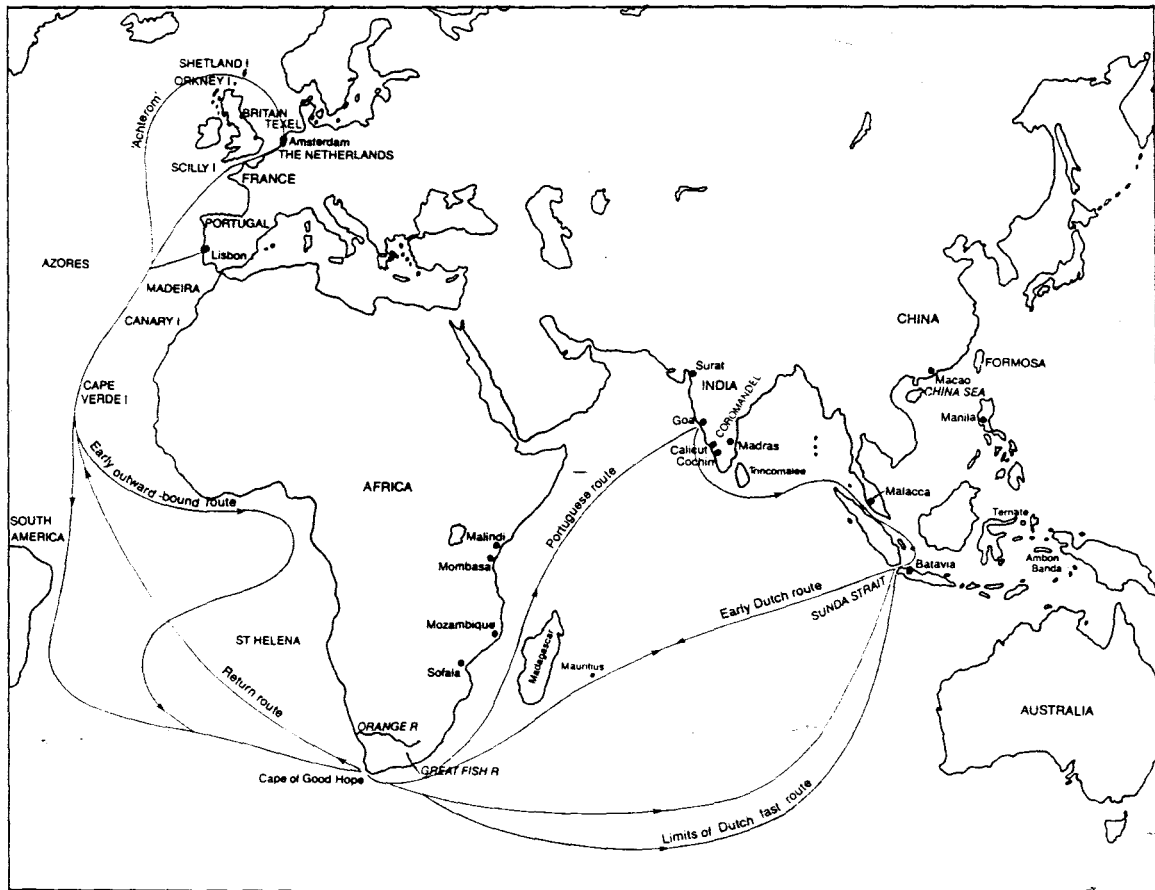
THE ROUTE

In the 18th century VOC ships had sailed to the East from Texel between December-January and April-May, a legacy inherited from previous companies who hoped to cross the Equator during the season when the north easterly blew from behind. Although they had to contend with adverse conditions in the North Sea, it was advantageous to depart at that time. It also meant that ships arrived in Batavia before Christmas to distribute European currency and commodities to various Company settlements in Asia. The Christmas fleet, in turn, departed shortly after butchering season and was then in a position to carry freshly salted meat. Later, however, departure times were spread over the year.

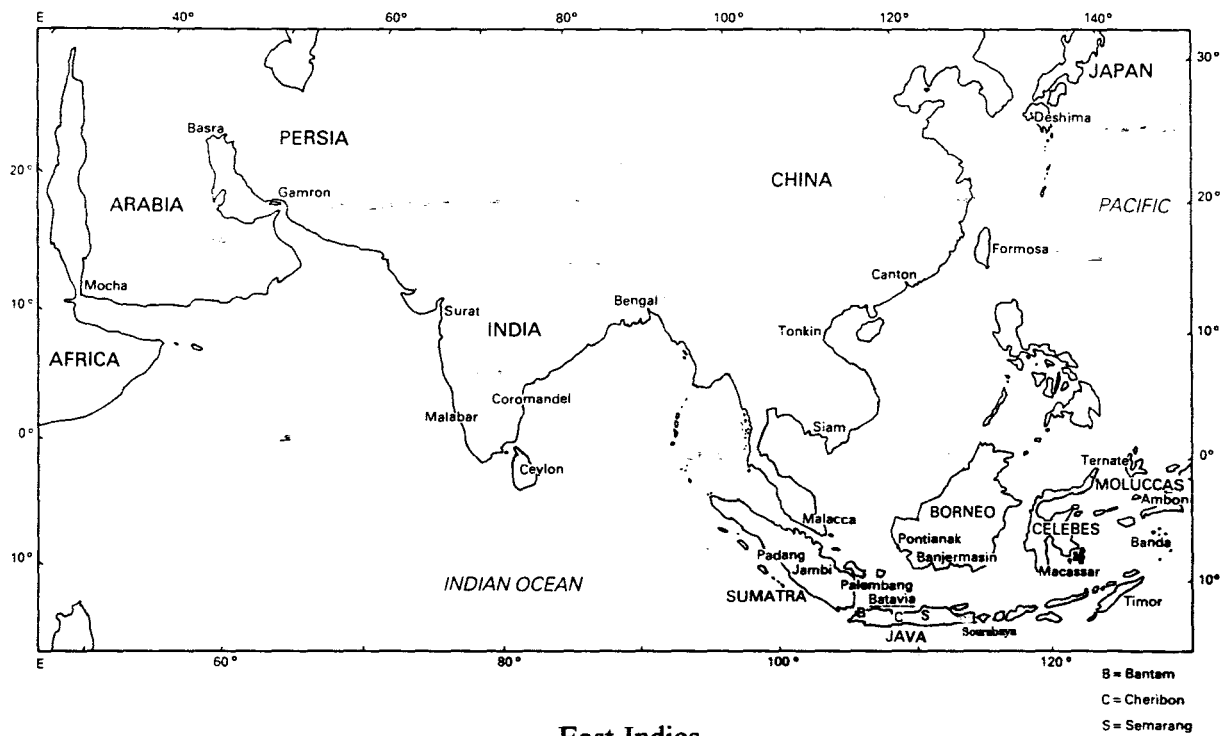
⁷⁶ Van der Kemp, J. *Teruggave Kolonien*. 294. Hoofstuk 111, 63-4, 78-9.

⁷⁷ Serlie, op.cit., p.28.

⁷⁸ See appendix for list of men on board the *Amsterdam*.



Route to the East (E. Jacobs)



East Indies

Initially ships set out from the roadstead at Texel on a south westerly course towards the English Channel. Wind and sea currents determined the route because square-sailed ships were not able to tack against the wind. The current close to the Canary Islands along the West African coast flows southwards, and it was necessary to exercise caution in these waters as those sailing too near to the coast ran the risk of being pulled into the Gulf of Guinea, while those going too far out to sea were likely to be caught in the Southern Equatorial Current, where they would experience prolonged doldrums. As early as the 17th century the VOC had marked out a so-called *wageweg*⁷⁹ on its maps which East Indiamen were encouraged to follow from the Cape Verde Islands so as to reduce the risks while crossing the Equator.⁸⁰ The ships sailed along the South Coast of America to latitude 30° S and then set course in an easterly direction. The Cape of Good Hope was a compulsory stopover, as it was considered halfway to the East and supplies could be easily replenished.⁸¹ Ports along the route, such as the Cape Verde Islands and St Helena, were able to supply small quantities of meat, vegetables and water, but the Heeren 17, on receiving reports of the fertility of the Cape from survivors of shipwrecks, decided to establish a settlement on the southern tip of Africa as a victualling station. The intention was for passing vessels to spend a maximum of eight days at the Cape, the time necessary to replenish provisions, but in practice many stayed more than four weeks, using the time to carry out small repairs and allow ailing seamen to recuperate.

Leaving the Cape of Good Hope, ships set course due south until reaching the latitude 35–40° S. The strong westerly winds allowed a quick crossing of the Indian Ocean to the Indonesian Archipelago. The approach to Java was from a north-

⁷⁹ Cart track.

⁸⁰ Jacobs, *op.cit.*, p. 55.

⁸¹ See map.

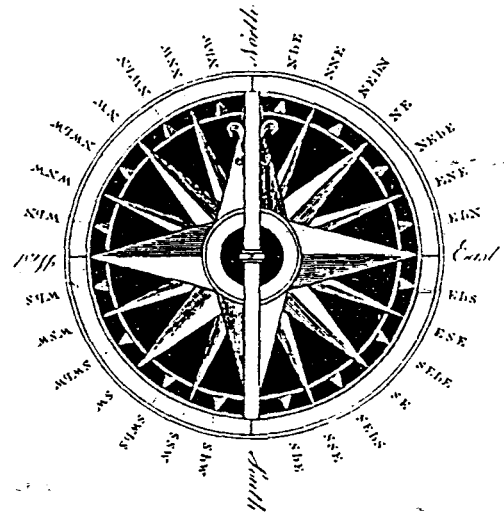
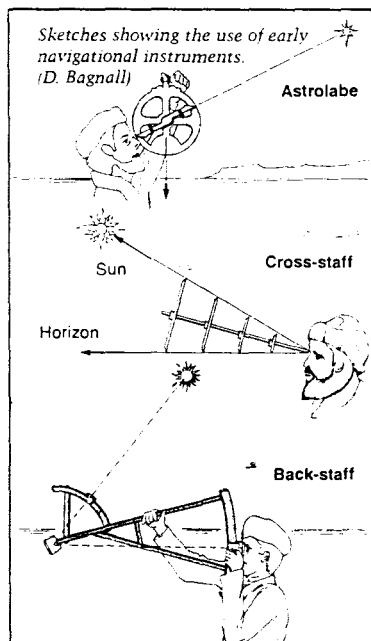
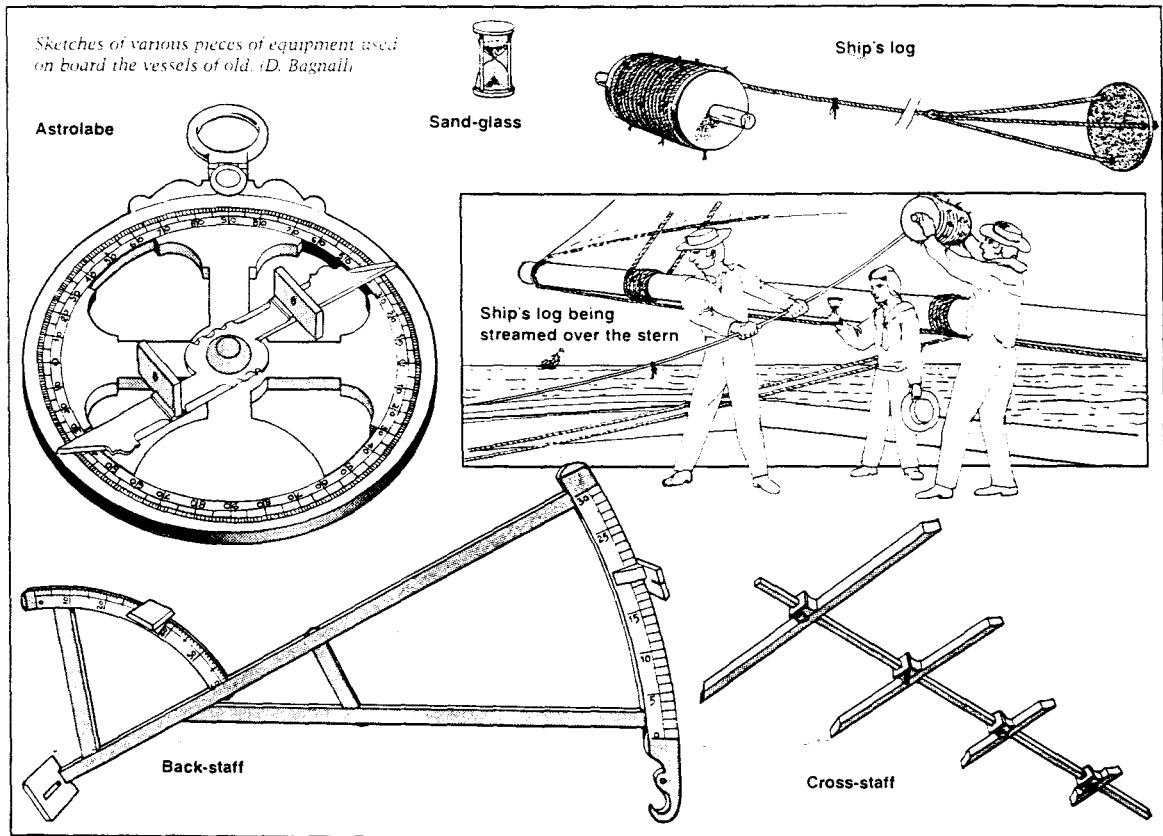
westerly direction. The islands of Saint Paul and Amsterdam helped ships' masters keep to the recommended route. If they missed these landmarks, they ran the risk of turning north too soon and arriving on the west coast of Sumatra. This made it extremely difficult to tack and reach the Sunda Strait, against the South East Trade Wind, which raged in the area between April and September. Ships that sailed too far east, ran aground on the western coast of Australia. It is interesting to note that in the 200 years of the VOC plying their trade to the East, less than four percent of voyages ended in shipwreck, despite the high risks. The Indian Ocean posed the most danger on the return journey.

NAVIGATION EQUIPMENT

Extensive sets of sea charts and sailing instructions with information on wind, currents and landmarks, such as hills and towers for bearings,⁸² were available to the masters of ships sailing to Asia. During the 17th and 18th centuries many of the maps were produced in the VOC hydrographic office which had departments in Amsterdam and Batavia. Cartographers, such as the Blaeu and van Keulen families,⁸³ designed original charts, and in order to retain some semblance of secrecy, these were drawn rather than printed, which ensured a limited number being produced. In addition, it was easier to correct manuscripts. The master of every ship leaving the Dutch Republic was given a set of several dozen vellum charts rolled up in a tin cylinder. Vellum proved to be a satisfactory material, as it did not tear easily even when wet. Small scale charts were used for navigating the route from Texel to the Cape of Good Hope and the Indian Ocean, and the first, second and third mates all had copies of these. The master alone, however, had large scale charts of Table Bay, Sumatra, the Sunda Strait and the north coast

⁸² Hofmeijer, op. cit., p. 45.

⁸³ Tooley, R.V. 1969. *Collector's Guide to Maps of the African Continent and Southern Africa*. London: Carta Press.



Navigation equipment (M. Turner)

of Java, between Bantam and Batavia. Spare sheets of compass-lined paper were given to the captains so that new discoveries or corrections could be made. Longitude was always a problem as, until John Harrison developed the chronometer, no time pieces operated accurately at sea. Navigational instruments comprised several compasses, dividers, slide rules, celestial globes, binoculars, sextants, octants, azimuths⁸⁴ and astrolabes. Many of these artefacts have been discovered on early Dutch wrecks. Ships travelling from Texel to Batavia had to negotiate 1,500 miles of ocean, an exercise which took almost eight months. The ultimate aim of all captains was to complete the route in as short a time as possible. In 1816 the *Amsterdam* succeeded in reaching Java in six and a half months.

⁸⁴An azimuth is the arc of the heavens extending from the zenith to the horizon, which it cuts at right angles. It is also the name of the instrument.

CHAPTER 2

THE VOYAGE OF THE *AMSTERDAM*

CAPTAIN HERMANUS HOFMEIJER

Captain Hermanus Hofmeijer¹ was appointed 'commandant' of the *Amsterdam* for the first time on 1 October 1814. Although records are sparse, it is evident that he was a naval officer of some distinction. In 1805 he had commanded with success a squadron of seven fighting schooners and 27 small gunships at the Battle of Trafalgar while fighting the English².

When assessing the history of the Dutch Republic at this time, it can be seen that repeated interference by the French added to the complexity of revolutionary events in the Netherlands. During the years 1798, 1801, 1805, 1806 and 1810 the French brought their own initiatives to a halt and allowed no opportunity for the development of either a consistent economic policy or political ideals. Hofmeijer, as an employee of the Dutch Navy, was a mere pawn subjected to the whims of the ruling politicians. When, in 1813, the Dutch regained their independence from France, the Netherlands was left with an obsolescent economic system³, which impacted negatively on the maritime policies of the country.

In 1813, when the French troops and civil servants began to withdraw from the Netherlands, new leadership was sought at The Hague. The former Stadtholder, William V, died in 1806, and his son, the Prince of Orange, was invited to return from England to be Sovereign Prince. He had survived the Revolution in various roles, both an admirer and enemy of Napoleon, but after

¹ The name is spelt this way in the baptismal register. Kaapse NG Kerkarchief (KKA) G1-8/4: Doopregister Kaapstad 1757-1779. p. 119.

² De Jonge, J.C. 1862. *Geschiedenis van Het Nederlandsche Zeewezen*. Haarlem: A.C.Kruseman. pp. 575-577.

³ See Chapter 1.

1813 his main political objective became the restoration of the House of Orange in the Northern Netherlands. After the Battle of Waterloo in 1815 he took the title of King.⁴ It was in this relatively unsettled political atmosphere that Hofmeijer found himself promoted to be master of the *Amsterdam* as part of a squadron under Rear-Admiral Buyskes and based at Den Helder, North Holland. In March 1815 he was deployed to Maas and Hellevoetsluis⁵ and after serving for a short while in this region, the *Amsterdam* changed command.⁶ In Texel Hofmeijer once again re-assumed the position as captain and was re-incorporated into the squadron of Rear-Admiral A.A. Buyskes.

Hofmeijer's origins were rooted in the Cape of Good Hope. His father, Johann Heinrich Hofmeijer, who served in the Dutch India Company as an ordinary soldier, had been sent to the southern tip of Africa on secondment. J.H. Hofmeijer left Rotterdam in the Netherlands on 27 November 1743 and arrived at the Cape on 17 March 1744 aboard the merchantman, *De Standvastigheid*.⁷ It was recorded in 1748 that he originated from Carspel. However, by 1750 the town of 'Ipenburen' had been added to the entry in the inventory of VOC officials at the Cape.⁸ Other sources claim that he was from Ibbenbüren in Westfalen, Germany, born on 17 March 1721 and baptised on 15 April 1721.⁹ He is mentioned in the *Monsterollen* of 1748 as Jan Hendrik Hoffmeijer¹⁰ - the Dutch version of his name.

This 'stamvader' of the Hofmeijers served in the garrison at the Cape under the

⁴ Kossman, E.H. 1978. *The Low Countries. 1780-1940*. Oxford: Clarendon Press. pp. 687-8.

⁵ See map.

⁶ No reason can be found for the change although it seemed to occur on a regular basis every time the ship was deployed to a different destination.

⁷ Hofmeyr, W.L., N.J., S.M., G.S., J.W. 1987. *Die Hofmeyrs: 'n Familiëgeskiedenis*. Kaapstad. p.19.

⁸ VC 44 Generale Monsterrol: Junie 1750, p. 37.

⁹ Hofmeyr et al., op.cit., p. 5 and 243.

¹⁰ VC 43 Generale Monsterrol: Junie 1748, p.39.

command of Major Meijnertshagen and in the company of Captain Frederik Rhenius and Lieutenant Wijnand Muijs, after whom Muizenberg was named. He was appointed deputy of the 'Wagenrijders'¹¹ at De Schuer (Groote Schuur) in 1751 with the rank of corporal and a monthly salary of 13 *guilders*. Five years later he was promoted to chief of the post with the rank of sergeant and 24 *guilders* per month. He was subsequently placed in charge of buying and selling cattle for the VOC and was sent by the Governor, Rijk Tulbagh,¹² to Swellendam for this purpose. With his promotion he not only received a better salary but also free lodgings, firewood, meat, vegetables, milk and transport. This allowed him to send part of his remuneration back to his parents in Europe.

In 1757 he married Magdalena van Helsdingen who bore him four children namely, Jan Hendrik (b1759), Stephanus Johannes (b1760), Elisabeth Magdalena (b1762) and Jan Antony (b1763). His wife died at the age of thirty. All the Hofmeijers who still live in South Africa are directly descended from her. Hofmeijer was married for the second time to Anna Spiegelberg, daughter of Johann Heinrich Spiegelberg, on 17 February 1765.¹³ Hermanus (b 4 December 1768) and Hendrik August (b1771)¹⁴ were born from this marriage. Anna died in 1771. Hofmeijer remained as 'poshouer' on De Schuer until January 1772, when he decided to resign from this position.

On 2 February 1772 he married his third wife, Maria Wilhelmina Smuts. She was widow of the affluent Bartholomeus Bosch from whom she had inherited

¹¹ Transport riders.

¹² Cameron, Trehwella and Spies, S.B. 1986. *An Illustrated History of South Africa*. Johannesburg: Jonathan Ball. p.66. Tulbach was best known for his adaptation of the Sumptuary Laws, issued in Batavia to curb extravagance amongst Dutch East India officials; also responsible for codifying the slave laws of the Cape Colony and doing much to combat the severity of the smallpox epidemics of 1755 and 1767. For his benevolence and philanthropy he earned the title 'Father' Tulbach.

¹³ Pama, C. 1972. *Heraldry of South African Families*. Cape Town: A.A. Balkema.

¹⁴ De Villiers, C.C., Pama, C. 1966. *Geslagsregisters van die ou Kaapse Families*. Cape Town: A.A. Balkema. I:326.

the farm 'Welgemeend'¹⁵ Although Hofmeijer was not a Free Burgher¹⁶, he enjoyed burgher rights by virtue of which he was given permission to either acquire pasture or farmland after his discharge from the Dutch East India Company. He died on 4 July 1805. Although his grave cannot be located today, Cecil John Rhodes wrote at the end of the 19th century, '....the grave of the late Jan Hendrik Hofmeyr upon the said property (Groote Schuur) shall be protected and access be permitted thereto at all reasonable times by any member of the Hofmeyr Family for the purpose of inspection or maintenance.'¹⁷

It is surmised that his remains might have been moved, together with those of his descendants who were buried between 1807 and 1882, and reinterred at the Volks Hospital¹⁸ in 1923, after the Hofmeyr family mausoleum on 'Welgemeend' was demolished to make way for the present Molteno Road. Hofmeijer had left the 'Schoor' in 1772 to die 33 years later in Cape Town.

Although there are no records, one would presume that the young Hermanus and his brother were brought up by their stepmother from a very early age, living on 'Welgemeend'. He departed from the Cape of Good Hope to live in Holland, and in 1786, at the age of 18 years, he is recorded as being a midshipman on the *Amphitrite* in the Dutch Navy. Two years later, in 1788, he was promoted to lieutenant. In 1791 he applied to the Heeren XVII to be allowed to return to South Africa but it must be presumed that this request was rejected as he is later found occupying a position of importance in the Dutch fleet.¹⁹ He married Margaretha van Dijk (17 May 1770-1846) in the Netherlands and they had one child, Jan Hendrik, who was born on 4 March 1791 and died on 26 November 1846, the same year that his mother passed

¹⁵ Hofmeyr, G., Sleight, D. 1988. J.H. Hofmeijer, Stamvader van die Hofmeyrs. *Familia*. 25 4:86-8

¹⁶ Cameron, T., Spies, S.B. (ed). 1986. *An Illustrated History of South Africa*. Johannesburg: Jonathan Ball Publishers. pp. 65-6.

¹⁷ Roux, W.J. (ed). [s.a]. *Groote Schuur*. p. 8.

¹⁸ Hofmeyr, op.cit., p. 88.

¹⁹ Hofmeyr, op. cit., p.21.

away. Jan Hendrik, in turn, married Maria Ligthart in Holland and was then married for the second time to Maria Munnik, who was born on 10 October 1791 and died in Batavia on 22 August 1865.²⁰ He had two children by his second wife, Jan Hendrik born on 12 December 1829 and Hendrik Jan Erik Gustav Frederik, born on 14 May 1834.

Hermanus Hofmeijer received the commission to travel to Batavia at the age of 47 years in 1814. He had seen action during the Napoleonic Wars. It must be assumed that he had travelled to Asia as First Mate at some time, although no record of this trip can be found. No one received a command to the East without first having served an apprenticeship. It was maintained that until a sailor had been to the Indies, he was not a fully fledged seafarer.

PREPARATION FOR THE VOYAGE

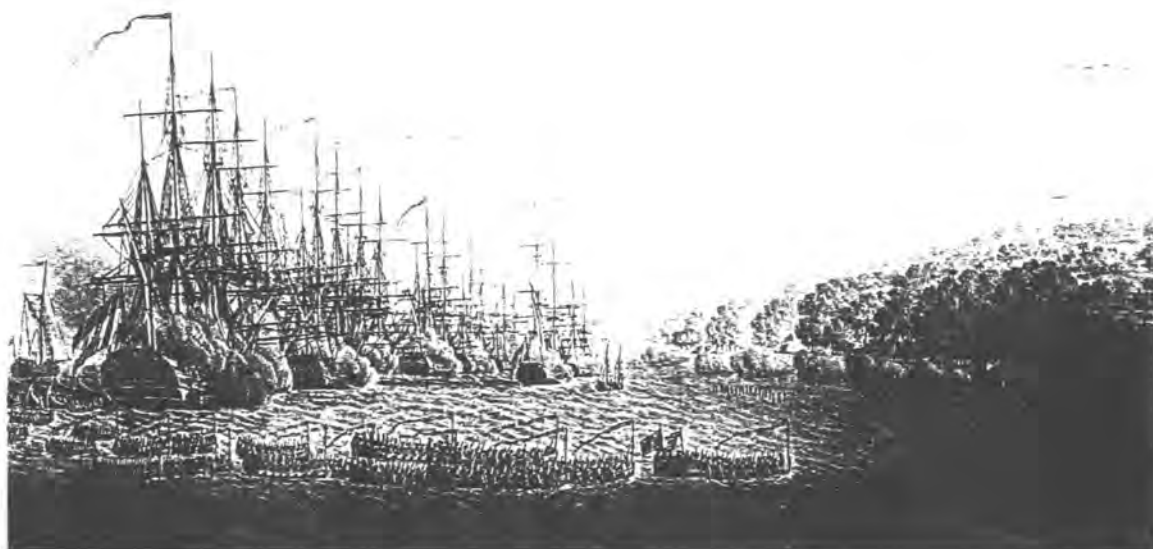
Most major voyages to Asia began and ended in Amsterdam. The *Amsterdam* was no exception. As the autumn fleet under Rear-Admiral Buyskes prepared to depart at the end of October 1814, the trees lining the canals turned to gold and the days grew shorter. The waterfront became alive with soldiers and sailors waiting to embark at a point on the River IJ, an inlet of the Zuyder Zee close to the mouth of the River Amstel.²¹ As master of his ship, Hofmeijer wielded great authority on board and his duty was to carry out the instructions for the voyage from his government in every detail. He was also expected to maintain strict discipline and order on his ship, no easy task given the large complement of crew and passengers on board. The master was supported by the first, second and third mates, as well as senior and junior merchants and bookkeepers. In addition, numerous other officers and assistants were appointed to fulfil specific functions such as the surgeon with his assistants, the quartermaster, chefs for the officers and crew, the schoolmaster and the legal

²⁰ Heese, J.A. (compiler), Lombard R.T.J. (ed). 1992. *Suid Afrikaanse Geslagsregisters*. Pretoria: R.G.N. 3 H-I.

²¹ Marsden, Peter. 1974. *The Wreck of the Amsterdam. {1749}* London: Hutchinson & Co., Ltd. p. 26.



Shipboard conditions
(E. Jacobs)



Dutch Men O' War.
Painting by E. Hoogerheyden 1800.

adviser.²²

Most of the crew were ordinary seamen, the majority being youngsters and boys. Many had been raised in orphanages and were from the lower strata of society.²³ When the *Amsterdam* embarkation list is analysed, it becomes obvious from the names that a quarter to a half came from foreign countries. It would be interesting to know how quickly such crew members learnt to speak Dutch and indeed take orders pertaining to ship's discipline in another language. How many directives regarding changing of the sails, for example, were misinterpreted, possibly leading to inefficiency through misinterpretation. In the 18th century many only opted to work as seamen for the VOC from sheer necessity and the hope of making a fortune in Asia. In the 19th century conditions were not appreciably improved, and there was no motivation to volunteer for service. In the merchant navy sailors enlisted per trip or per season but, if they signed a fixed contract, they were guaranteed room and board as well as security for the family because part of the seaman's earnings could be paid to those who remained behind in the Netherlands. Although there were undoubted career opportunities in the merchant navy, it did not appeal to the majority of possible recruits. As a result untrained and unsuitable personnel were appointed for want of more committed men.

It is not recorded how Hofmeijer assembled his crew for the East, but it is likely that, as had been the practice in the 18th century, the majority were recruited by brokers in Amsterdam who provided prospective candidates with somewhere to stay prior to taking them to be signed up. A seaman on being accepted for a voyage would be issued with the bare necessities in a scantily filled sea chest issued by the broker and would then find himself placed under a serious burden of debt to repay the loan, which was not easily done on the

²² Monsterolle, No 5 of the ship *Amsterdam*.

²³ Jacobs, Els M., 1991 *In Pursuit of Pepper and Tea*. Netherlands Maritime Museum. Zutphen: Walburg Pers. p. 38.

minimal wages offered to him.

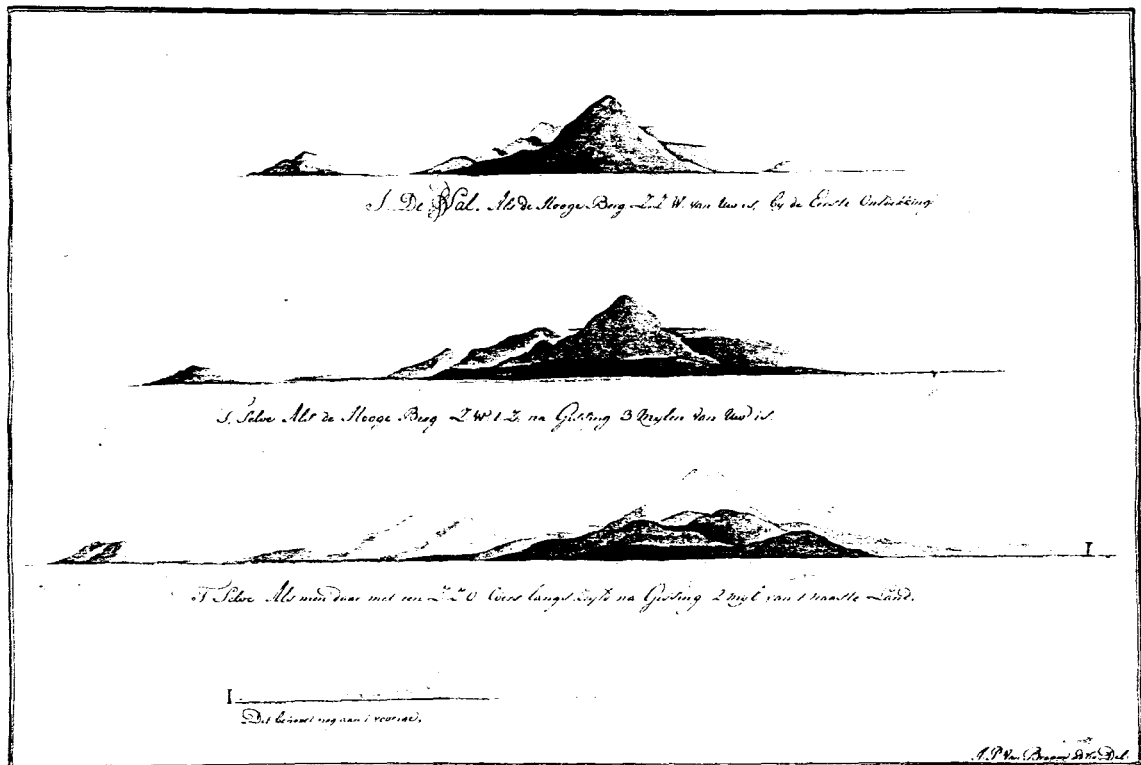
Only a small nucleus of crew would sail the ship from Amsterdam harbour to the roadstead at Texel, while the rest of the complement would be transported to their vessel in lighters at a later stage. Several days before the ship departed for the East officials from Amsterdam boarded the ship to hear the crew take the Oath of Allegiance to the Government and remind them of their duty and their contract.

Captains going to the East Indies were not highly paid. The monthly salary was in the region of 72 *guilders* which did not differ from the century before. A relatively high percentage of this was withheld to make sure that the ship was brought back to the Netherlands. The crew, too, found it difficult to make ends meet and provide for retirement. However, in the 18th century the tradition of 'private trade' had grown up. Everyone from the Governor-General of Batavia to the most junior ship's boy participated in the practice and, unless it reached outrageous proportions, the authorities turned a blind eye. Reference to trade is to be found in the municipal records of Amsterdam, where legal documents of notaries record the plans and hopes of the seafarers by way of debt documents.²⁴

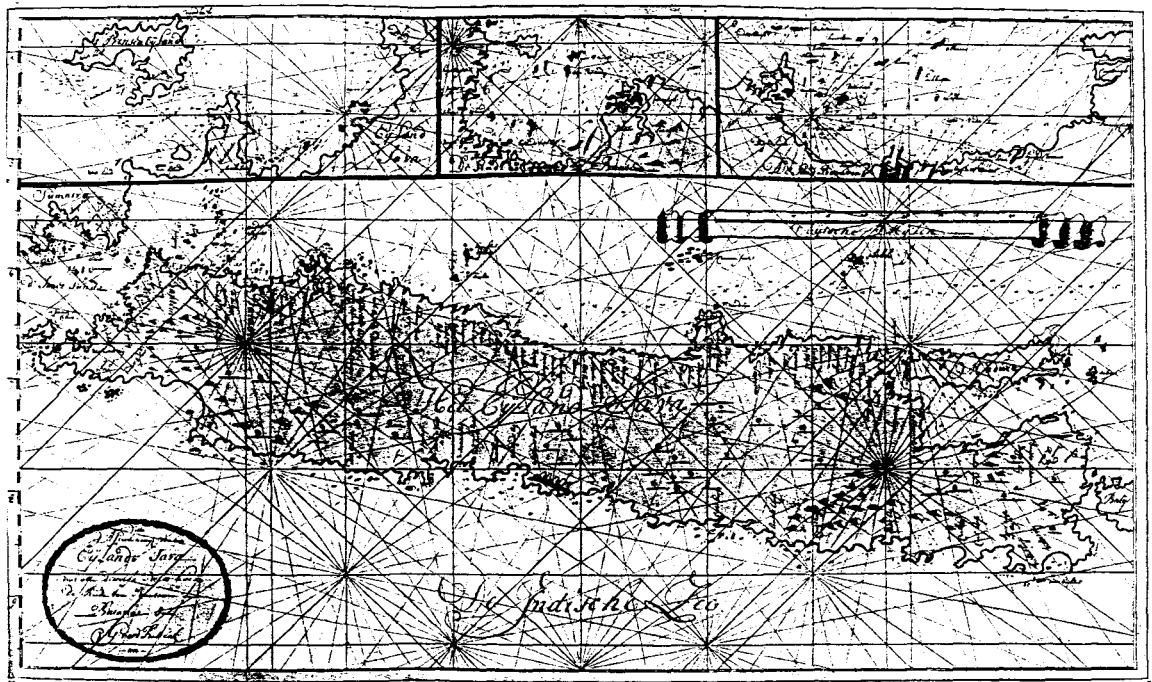
Hofmeijer and his crew would use the borrowed money to fill their chests with goods such as textiles from Haarlem and Leiden, French and German wines and an assortment of consumer wares such as copper pans, tools, nails, pens, ink, paper and clothing for sailors and soldiers.²⁵ The official payroll listed the number of chests taken on board for personal use, and it is here that archaeological evidence adds considerably to historical records as a record of unofficial cargo is often only to be found below the sea on sunken ships.

²⁴ Marsden, op.cit., p.34.

²⁵ Jacobs, Els. 1992. *Dutch East Indiamen*. Amsterdam: Walburg Pers.



Island of Sai
Drawing by J.P. van Braam



Map of Java, Chart by G. Van Keulen 1714

When the crew embarked their luggage consisted of trousers, shirts, caps, plate, mug, knife, comb, soap, mirror, mattress, hammock, blankets, sheets, pillow-cases, pillow, tobacco, pipes and tinderboxes. Those who were better educated brought a Bible, navigation manual, pens, ink, paper, checkers and chess and, perhaps, a flute or a fiddle. It may be argued that to the many who enlisted to go to Batavia, this was a last resort. It is true that most were from the lowest classes, and behind the affluent facade in Amsterdam, there were thousands of families living in squalor where tuberculosis was rife. The prospect of even stewed stockfish and ship's biscuits seemed a better option than the lack of food at home. Nevertheless, it was still difficult to persuade Dutchmen to enlist, and many recruits came from Germany, Denmark, Sweden, Norway and Italy. The standard of health of those taken on as sailors was often very poor and, as can be seen in the case of Jan Stofferius²⁶ who died on board the *Amsterdam* while moored at Nieuwediep, corpses were taken ashore at Texel before the ship even sailed, while others became ill and left the ship, only to die in hospital on the shore. The quality of soldiers recruited was little better than the sailors and they were often described as 'louts from foreign lands'. They were hired to guard Dutch possessions in the East and to assist if the ship came under attack at sea.²⁷

September of 1814 saw a spurt of activity aboard the *Amsterdam* as the ship prepared for its departure in October.²⁸ The rigging was the subject of concerted attention, as were the booms²⁹ belonging to the main, mizzen and foremasts. Desertions from all vessels in the Roadstead preparing to set sail for Batavia were rife when sailors came to the realisation that conditions aboard were often worse than they had expected. They were put in irons³⁰

²⁶ Hofmeijer's journal op.cit., Sun 4 December, 1814.

²⁷ Boxer, op.cit., p.82.

²⁸ Hofmeijer, op.cit., September 1814.

²⁹ See glossary.

³⁰ Two types existed, those for hands only and those for hands and feet.

when they were re-captured. Bibles were handed out freely to all sailors.

Hofmeijer's two sons, Jan Hendrik and Willem were part of the crew destined for the East.

THE VOYAGE

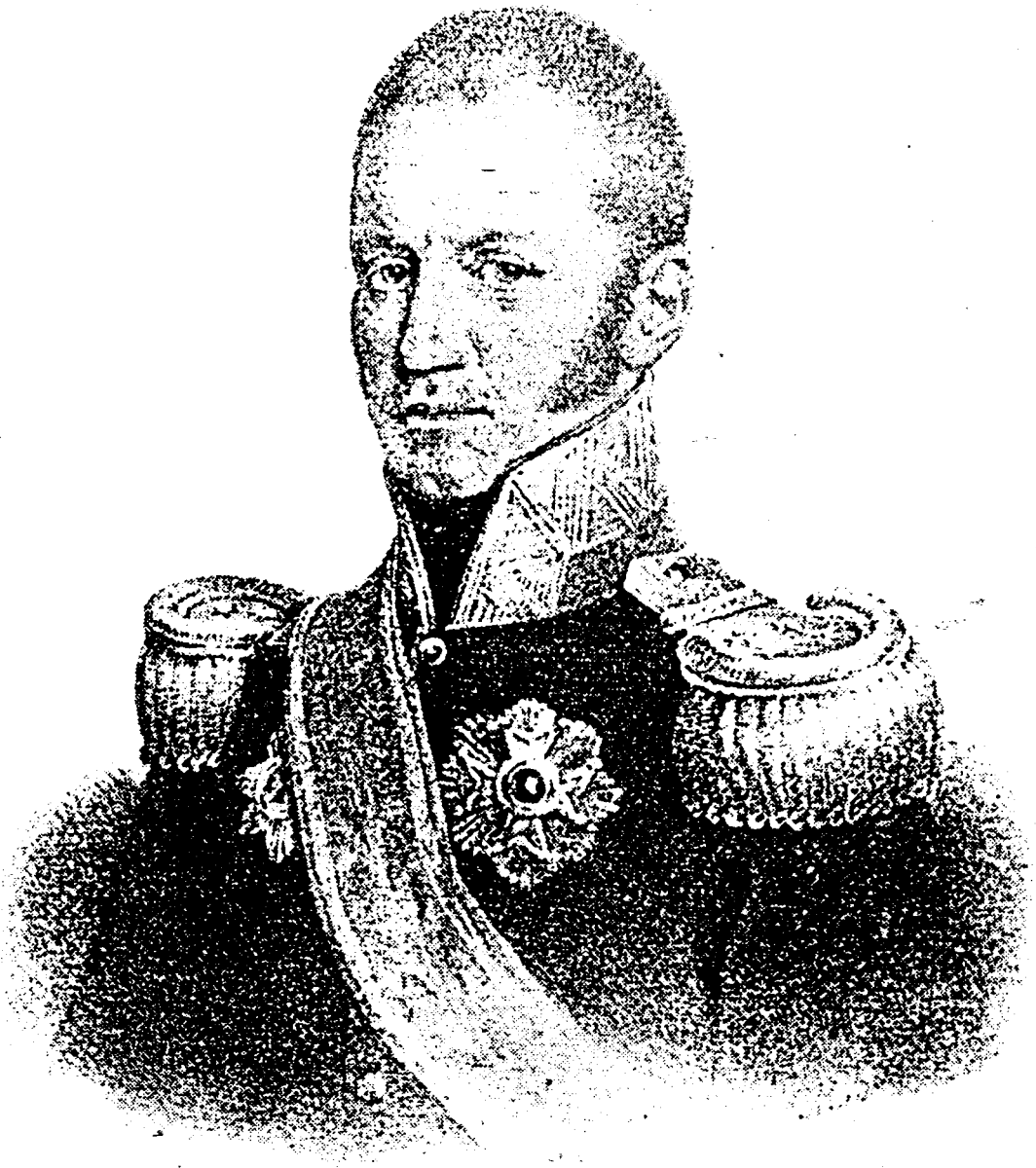
On 29 October 1815 the *Admiral Evertsen*, under the command of Rear-Admiral Buyskes, the *Admiral de Ruijter* under Captain 't Hooft, the *Iris* under Capt Lt G A Pool, the *Spion* under Capt. Lt. van der Loef, the *Braband* under Captain van der Herdt and the *Marie Rijgersbergen* under Captain Lt. Everdingen³¹ set sail on a steady easterly breeze. The *Braband* and *Maria Rijgersbergen* ran aground almost immediately on a sandbank named the Drempel.³² The *Amsterdam*, under Hermanus Hofmeijer, set sail last and found that with the tides they were just able to clear the Drempel, although almost colliding with the *Braband* in the exercise.³³ It was customary for fleets to sail in convoy as a precautionary measure against attack and shipwreck. Many of the soldiers on board would not have been to sea before, and it was necessary for them to learn how to carry out naval orders on board ship.

A pilot accompanied Buyskes's fleet as far as Madeira, as the Bay of Biscay was difficult to navigate and the currents near the west coast of Africa often presented problems. The Protestant chaplain, van den Bijlardt, was greatly in demand on the journey and conducted regular services on the section of deck called the 'church'. He, together with lay readers and sick comforters of the Dutch Reformed Church, formed part of a wider spiritual strategy to combat the Roman Catholicism that was prevalent in those parts of the Indies formerly settled by the Portuguese. It was believed that trading links were more

³¹ Hofmeijer, op.cit., 28-10-1814.

³² A shoal in the Texel Strait.

³³ Hofmeijer, op.cit., 29-10-1814.



Baron van der Capellen (H. Colenbrander)

strongly forged in the wake of the church. If the evidence is assessed it would appear that this was initially successful, but as early as 1700 large scale secularisation was taking place in the colonies.³⁴

Sailing in convoy, the fleet anchored at Port Praijo in the Cape Verde Islands, before setting out to traverse the Atlantic Ocean. As the ships crossed the Equator, the traditional ceremony of 'baptism by sea' for sailors who had never been there before was carried out. Young mariners were thrown three times from the yard into the ocean or doused with buckets of water under the watchful eye of Father Neptune, generally an older sailor dressed up for the event. First timers could buy their way out of this ritual by supplying the others with tokens for drinks.³⁵

The ships sailed in formation endeavouring, by means of extending or reducing sail, to maintain their positions in the squadron. On Monday 11 December, the *Amsterdam* found its rigging wanting and although the weather was calm the vessel lost its main stay. As the vessel would not reach the Cape of Good Hope, it was decided to sail for San Salvador on the Brazilian coast. Baron van der Capellen,³⁶ who was travelling to the East Indies as Governor-General, was on board, and as a result of this mishap wrote an agitated letter to King William I, pointing out that he felt strongly that the rigging of the ship should have been in prime condition before it set out on a journey of this nature, otherwise the passengers and crew were placed in danger.³⁷ It is not recorded whether the King replied.

SAN SALVADOR

³⁴ Pama, C. 1975. *Regency Cape Town*. Cape Town: Tafelberg.

³⁵ Jacobs, op.cit., p.48.

³⁶ Serlie, A. 1987. *Herstel van der Scheepvaart en Handel tussen het Koninkryk der Nederlanden en Nederlands Oost- Indie in de periode 1813-1825* D. Phil. Thesis, Rijksuniversiteit, Leiden.

³⁷ Hofmeijer, op.cit., 12-10-1815.

The *Amsterdam* sailed past Rio Francisco ³⁸ and down the Brazilian coast, constantly using a sounding lead³⁹ to establish the condition of the seabed. On reaching its destination, the *Amsterdam* anchored at All Saints Bay, Bahia De Todos Dos Santos (San Salvador). Hofmeijer and Baron van der Capellen went ashore to pay their respects and were promised help in repairing the vessel by the Superintendent of the Navy, Captain Everare.

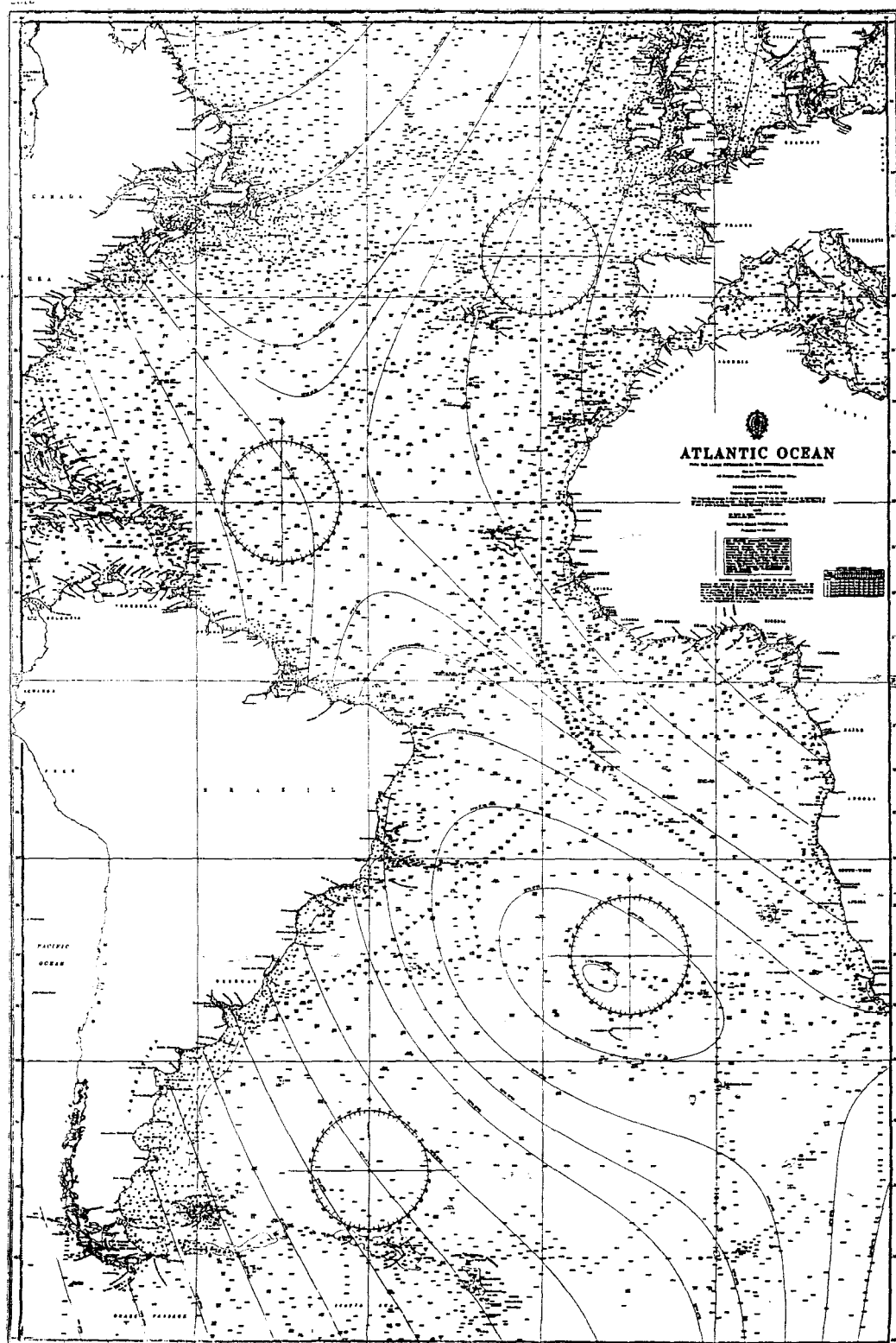
While they were in port, the surgeon recommended that fresh meat instead of bacon be issued to the crew to improve their health. This was agreed to be an excellent idea, and arrangements were made by Hofmeijer to secure the necessary supplies. A leading cause of death and disease on board was the food. The diet provided contained plenty of calories but few fats and vitamins. Compared with their compatriots of the previous century, however, these seamen were in a more fortunate position. The early seafarers lacked vitamins B and C and were prone to beriberi and scurvy. On the *Amsterdam*, sailors were issued daily with a small jug of wine and a litre of beer. If the beer spoiled, the crew had to make use of the water supply on board which was normally sufficient for four months and stowed in barrels of 600 litre capacity. Tropical temperatures often rendered the water undrinkable as well. Contemporary drawings show the crew holding their noses shut with one hand and sucking water through clenched teeth. An experiment to distill sea water, attempted in the 18th century, proved successful but dangerous, as the amount of firewood needed to produce a relatively small amount of fresh water was too great and the possibility of fire too risky.

Shortly after the *Amsterdam* anchored in San Salvador work on repairing the rigging began. Each day all activity between 10am and 3pm halted on account of the unbearable heat.⁴⁰ Within a few days of arrival two sailors died on board.

³⁸ East India Pilot. 1805.

³⁹ See glossary.

⁴⁰ Hofmeijer, op.cit., 18-12-1815.



Midshipman Borwater was buried at the English cemetery, while 1st Corporal J. Dulet, was given a seaman's burial in the Bay. As was tradition at sea, the deceased was wrapped in his own hammock, carried three times around the mast by his colleagues and after a short reading from the Bible, the body was rolled from a plank over the side of the ship.

Hofmeijer was eager to restore the *Amsterdam* to a seaworthy condition as quickly as possible so that he could catch up with the convoy. Despite applications made by the captain to His Excellency the Comte d'Arcos, Captain General of the Province of Bahia, permission was not granted for any repairs on the *Amsterdam* to continue over the Holy Days at Christmas. No work was carried out between the 24 to 28 December.⁴¹ On the 1 January the preacher, van der Biljards, delivered a sermon on the occasion of the New Year, and the crew was issued with an extra dram of gin. The ship was restocked with fresh meat and vegetables, lamp oil and sugar. A packet boat⁴², the *Mary Ann*, arrived in San Salvador from Falmouth in the south of England, with a consignment of letters. News was received that both the *Maria Rijgersbergen* and the *Braband* had to put in at Falmouth and Portsmouth in England respectively because of damage, presumably suffered when they grounded on the Drempel near Texel, Holland.

The *Amsterdam* sailed from San Salvador with a 15 gun salute on 10 January 1816. Her problems had been temporarily solved. The voyage across the South Atlantic was relatively uneventful, with the exception of meeting in mid-ocean, a three-masted merchantship, which appeared to be on fire. However, as Hofmeijer makes no further mention of it, one would assume that it was not life threatening and there was no need for the *Amsterdam* to effect a rescue mission. At this stage of the voyage the ship was only making 8 nautical miles per day.

⁴¹ Ibid., 22-12-1815.

⁴² Raven, G. 1992. *The East Indiamen*. Madrid: Seafarers. p. 152.

THE CAPE OF GOOD HOPE

Originally Hofmeijer had been informed by Rear-Admiral Buyskes that he should rendezvous with the fleet in Simon's Bay⁴³ when he reached the Cape of Good Hope. However, the rigging was in such poor condition once again that the captain feared losing the ship altogether. As a result, in consultation with the Baron van der Capellen, Hofmeijer made the decision to make for Table Bay in the hopes of finding the Rear-Admiral there. The *Amsterdam* gave a 15 gun salute on its arrival on 17 February 1816, a greeting which was returned with the same from the Castle.⁴⁴

The H.M.S. (H.N.S) *Admiraal Evertsen*,⁴⁵ a Dutch man o' war, and the brig (H.N.S.) *Spion*⁴⁶ had arrived in Table Bay on 8 January 1816. On their voyage to the Cape they had anchored at St. Iagos, subsequently departing from the island on 27 November 1815. The Commissary-General Elout and Rear-Admiral Buyskes were on board the *Admiraal Evertzen* together with other listed passengers, who included L.Reinwardt, a Professor of Botany,⁴⁷ Rev D. Lentlag, S. Merkus, Private Secretary to the Commissary-General, Mr T.F. de Bruyn, Mr Bick, Mr Echard, Lieutenant Engineer, Mr Kaps, 206 officers and men of the 7th Hussar Regiment, and 273 officers and men of the 30th Regiment of Foot under the command of Colonel Boions.⁴⁸ On 9 January Their Excellencies, Elout and Buyskes, went ashore with a salute from the Castle.

⁴³ Raper, P.E. 1987. *Dictionary of South African Place Names*. Johannesburg: Lowry Publishers.

⁴⁴ The Castle at the Cape of Good Hope had been established in 1652 as a victualling station.

⁴⁵ Cape Town Gazette and African Advertiser. 1816.

⁴⁶ Given as a brig in the *Cape Town Gazette and African Advertiser* of 1816, (CTG), the *Cape Almanac* of 1817(CA) and the register of arrivals and departures kept by the Port Captain at Table Bay in 1816 (PC). Theal, George McCall, *Records of the Cape Colony*. Vol 11., lists her as a sloop of war.(RCC)

⁴⁷ Mentioned as the Director for Arts and Science later in the Journal.

⁴⁸ Cape Town Gazette and African Advertiser. 1816.

The *Spion* was carrying 50 troops.⁴⁹ Other passengers were given as Mr Asmus, Chief Surgeon to the forces of Batavia, and his wife, Mr Becker and men of the Artillery.⁵⁰ The two vessels departed from Table Bay *en route* to Batavia on 13 February 1816.⁵¹

The Dutch man o'war, *Admiraal de Ruijter*, and the Dutch corvette, *Iris*, did not dock in Table Bay but in Simon's Bay (Simonstown) on 19 and 29 January respectively.⁵² A letter to Lord Bathurst dated 22 January 1817 from the Governor of the Cape, Lord Charles Somerset⁵³, states that the Dutch ship *Admiraal de Ruyter*, under Captain S.L. Hooft, with General Antingh and troops for the garrison at Batavia, had arrived in Simon's Bay.⁵⁴ There were 70 officers and 600 troops on board.⁵⁵ The *Iris* listed Major Balfour, 2 subalterns and 650 privates of the artillery on the ship. Both vessels departed for Batavia on 14 February 1816, presumably to travel in convoy with the *Admiraal Evertsen* and *Spion* which had left Table Bay the day before.

The *Amsterdam* arrived in Table Bay with Baron van der Capellen, his wife and entourage three days later. The Secretary General to the Dutch East India Government, R. D'Ozy, and 613 troops of the 5th Regiment were also on board.⁵⁶ Lt. A Klein was sent ashore to announce their arrival. He returned with the message that Lord Charles Somerset, would receive Baron van der Capellen on the following day at 10 o'clock in the morning. The Baron and his wife were to be entertained by Somerset at Newlands until 4 March when they

⁴⁹ Register of Arrivals and Departures kept by the Port Captain at Table Bay.

⁵⁰ Op.cit., CTG.

⁵¹ CA, CTG, RCC, PC.

⁵² CA, CTG, RCC.

⁵³ Cameron, T., Spies, S.B. 1986. *An Illustrated History of South Africa*. Johannesburg: Jonathan Ball. p. 85.

⁵⁴ Op. cit., RCC.

⁵⁵ Op.cit., CTG.

⁵⁶ Op. cit., CTG, PC.

re-embarked to set out for their destination in Batavia.⁵⁷

Hofmeijer accompanied the Baron ashore together with his *aide-de-camp* and, after having paid his compliments, returned to his ship. Whilst anchored in Table Bay the vessel once again underwent the needed extensive repairs to the rigging and sails. Fresh rations were also taken on board regularly, which was obviously to the advantage of the crew, as Lord Charles Somerset remarked that the 900 (his figure) soldiery on board were all in perfect health.⁵⁸

The Cape of Good Hope was 'halfway' between the Netherlands and Asia and it successfully supplied passing ships with fresh meat acquired from the local population, vegetables from the well-laid out cultivated gardens and water, which was led through a stone gutter from the mountain to the quay.⁵⁹ A fort with several warehouses, a hospital and a shipyard for effecting repairs were located in Table Bay under the shadow of Table Mountain. Despite the fact that ships were supposed to stay for only eight days to give them time to re-victual, in practice most stayed for at least four weeks. For the crew, the sojourn at 'The Tavern of Two Seas'⁶⁰ was a welcome change from the monotony at sea. It was customary for officers and passengers to live in the town, at their own expense, in lodgings provided by respectable Dutch families⁶¹, while ships were taking on provisions.

THE SOUTHERN SEAS

On 4 March 1816 Baron van der Capellen was fetched from the shore at 9 o'clock, a parade was held on board and a 19 gun salute was fired. This was returned from the Battery at 7pm. At 6am the next morning the *Amsterdam*

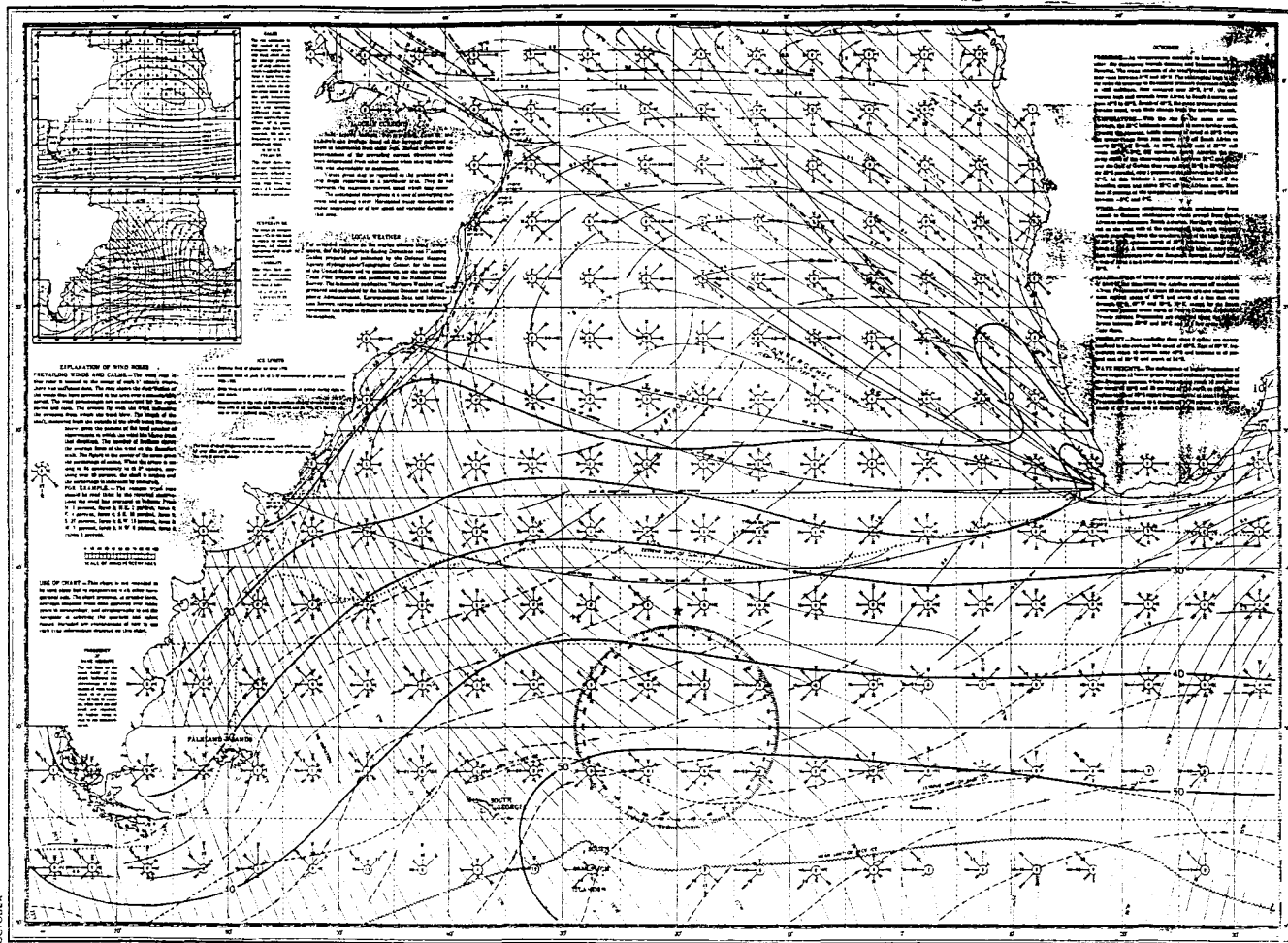
⁵⁷ Letter from Lord Charles Somerset to Lord Bathurst -17 February 1817.

⁵⁸ Op. cit., RCC.

⁵⁹ Jacobs, op.cit., p. 57.

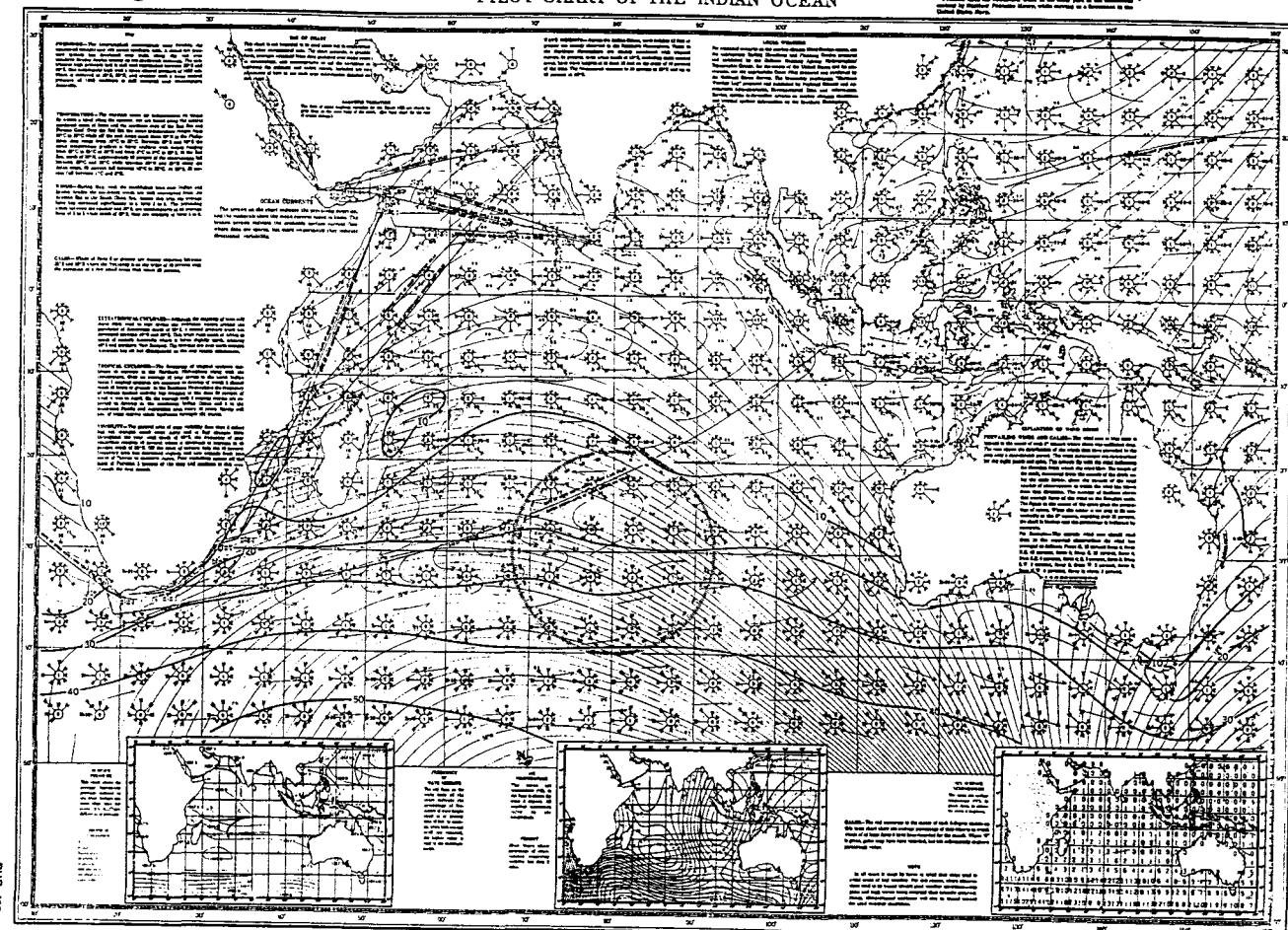
⁶⁰ Raven, op.cit., p. 141.

⁶¹ Pama, C. 1975. *Regency Cape Town*. Cape Town: Tafelberg. p.3.



PILOT CHART OF THE INDIAN OCEAN

Scale of Miles 0 100 200 300 400 500 600 700 800 900 1000



weighed anchor and sailed out of Table Bay. From the Cape of Good Hope Hofmeijer set sail due south until reaching latitude 37° 55'. He reported heavy swells and strong westerly winds. The route followed had been discovered as early as 1611 by a VOC master and subsequently tried out by Hendrik Brouwer as an alternative to the route along the east coast of Africa or Madagascar where there were pirates and adverse winds. After sailing south to latitude 35° 40', the ship continued 700 miles in an easterly direction, when look-outs sighted the small islands of Amsterdam and St Paul.⁶² The *Amsterdam* was found to be leaking on this leg of the voyage, and Hofmeijer ordered the crew to allow three feet of water to run through the bilges to lessen the bad smell which came from the bottom of the ship.

The seamen lived between hammocks and chests, commodities and cannon, and, as a result of so many people being crowded together, conditions on the main deck often deteriorated to unacceptable levels. Instructions were given to air the ship's hold regularly by smoking it out with gunpowder and juniper berries and sprinkling the area with vinegar. In addition the bedding had to be aired on deck and the between decks hosed down. During bad weather, such as the *Amsterdam* encountered in the South Indian Ocean, these regulations could not be observed, and the hatches and portholes used for ventilation had to be kept shut. The contaminated water in the bottom of the ship, body odours and excrement in out-of-the-way corners produced stuffy and musty air below deck.⁶³ The fresh air that could be pumped into the hold, with a type of bellows made of sailcloth, only had a limited capacity.

On 1 April the vessel once again encountered high seas and proceeded to roll badly, which made life uncomfortable for passengers and crew alike. The sailmakers continuously repaired torn sails, and every effort was made to manouvre the ship so that the least amount of strain would be taken. As they

⁶² See map.

⁶³ Jacobs, op.cit.

approached Java from a north easterly position, Hofmeijer ordered extra drink rations on account of the cold, rough weather. Despite their navigational efforts, they discovered that they had mistaken Klapper (Christmas) Island for the west coast of Java and the coast of Java for Prinsen Island.⁶⁴ On Friday 3 May they passed the Island of Krakatau, where later in the century (26-27 August, 1883) a mighty volcanic explosion left only a small portion of the southern part of the island remaining. All animal and plant life was eradicated.⁶⁵ A resulting tidal wave over 30 metres in height flooded the coasts of Java and Sumatra killing 36,000 people.⁶⁶

Hofmeijer anchored the *Amsterdam* in the Straits of Sunda after successfully overcoming the onslaught of rough seas. Lord Inzendanz of Anjer boarded the ship bearing the news that the *Admiraal Evertzen*, the *Spion* and the *Iris* had all passed through the Straits. He had not yet heard from the *De Ruyter*, which had lost contact with the others shortly after departure from the Cape of Good Hope. While at anchor the *Amsterdam* took on 126 cartons of meat and fresh vegetables, much to the delight of the crew.⁶⁷ There is surprisingly little reference to the variety of activities of the sailors, soldiers and passengers on the voyage to the East, and Hofmeijer mostly concentrated on reporting the position of the ship and the navigational aspects of the voyage. The soldiers on board were not required to do much work and they mainly maintained the guns and assisted seamen in carrying out repairs.

BATAVIA

The *Amsterdam* reached Batavia after 44 days at sea on Sunday, 12 May

⁶⁴ See map.

⁶⁵ Huisman, Hans. 1989. Krakatau and Port Elizabeth. *Looking Back, Journal of the Historical Society of Port Elizabeth*. 28 1:33.

⁶⁶ Simkins, Tom and Fiske, Richard S. 1983. *Krakatau: The Volcanic Eruption and its Effects*. Washington: Smithsonian Institute.

⁶⁷ Hofmeijer, op.cit., 6-5-1816.

1816. Rear-Admiral Buyskes was piped on board and a proa⁶⁸ was sent to the ship to take Baron van der Capellen ashore as the sloops on the *Amsterdam* were too heavy and the draught too deep to pass over the sandbank. The quartermaster disembarked shortly after docking and fresh meat and vegetables were taken on board. In the next few days Baron van der Capellen's possessions were taken off the ship as was the baggage belonging to the troops. The vessel underwent a general overhaul as after so long at sea she was badly in need of a thorough clean.⁶⁹ The sails were taken down to be dried and aired. There seems to have been some re-arrangement of personnel after this. Hofmeijer found himself on board the *Spion* as from the 1 April.

Batavia, situated on the former site of Jacartra, had become a truly Dutch city in the tropics. Although the climate was oppressive and enervating after the brisk, cool air of the Netherlands, the tall gabled houses and tree-lined canals which drained the surrounding swampland and which intersected the city centre were reminiscent of Amsterdam.⁷⁰ The unhealthy climate was not conducive to the recovery of ailing seamen, and they often died despite having reached their destination. Indeed, Col Alexander Adams of the Seaforth Highlanders, in a letter written to General Sir James Craig K.B. on 10 September, 1811 said,

' The City of Batavia is certainly unhealthy, but the Country even at Weltevreden, only 3 miles out, is apparently much less so than the environs of Calcutta - and about the French Hospital, 14 miles from Batavia, & 6 beyond this, the Country is the most beautiful in India. They say Buitenzorg, about 25 miles beyond that is finer still - and Sourabaya finer than it..... The Dutch Country houses, pleasure grounds, Deer parks &c. &c. are in a most superb style. The City is the exact counterpart of one in Holland in every respect. The fortifications

⁶⁸ See glossary.

⁶⁹ Hofmeijer, op.cit., Wednesday 15-5-1816.

⁷⁰ Raven, op.cit., p. 100.

have been levelled with the ground, which they said has much improved the health of the place. There is now no stronghold at this end of the Island. The works are only field works, & will fall down with the rains and the position is a very strong one for 10,000 but very weak for a small force....⁷¹

The population of Batavia at the end of the 18th century was almost 140,000 of whom about 6,000 were of European origin and 1,200 soldiers who had been deployed to defend the city.⁷² The High Government (or Council) of the Indies had its seat in Batavia and was chaired by the Governor-General. The body handled all maritime, administrative and business affairs in the East. Vast coffee and sugar plantations had been established during the previous century by the Dutch East India Company in the areas surrounding Batavia and East Java, and were destined to become extremely lucrative. In addition, Batavia had the best equipped repair shipyards in Asia well into the 19th century, situated on various islands off the coast. There were slipways, forges, sawmills and sailmaker's workshops. Products from all over Asia were brought to the city as it was the official depot from whence goods were dispensed to Europe.

Politically Batavia had undergone some changes. Prominent amongst the officers of the Batavian Legion in 1807 was Herman Willem Daendels. He was sent to the East Indies as Governor-General. As a Dutch 'son of the Revolution' he set about destroying the ancient feudalism in the East Indies. However, the task proved to be beyond his capabilities as the threat of British invasion seemed imminent. Although Daendels requested help from King Louis Napoleon of Holland and Napoleon himself, this was not forthcoming as their eyes were set on far grander sights. In 1811 the English, with General Sir Samuel Auchmuty in command of the 78th (later the 2nd Seaforth Highlanders) and the 59th (later the East Lancashires), arrived in Java with the sole aim of

⁷¹ Original letter in possession of Tony Booth-Jones of Port Elizabeth.

⁷² Jacobs, *op.cit.*, p. 76.

ejecting the French⁷³ from the island, which was in fact the property of the Dutch. They occupied Batavia and the French troops, under General Janssens, surrendered after their defeat on 16 September 1811 at Samarang⁷⁴ and evacuated Java.

While the *Amsterdam* was in port in Batavia she was painted, sails repaired and attention was given to the rigging. Eight barrels of arrack,⁷⁵ 12 baskets of sugar, 10 bales of coffee, 1 bale of pepper and 5 small barrels of lard were taken on board on 11 June 1816. Two days later more coffee, sugar, pepper, lard, fresh bacon and vegetables were delivered to the ship. On 23 June a parade was held, and a special sermon preached by van den Biljards for a combined crew from all the ships at anchor. While they were in Batavia, regular rations were sent out to the vessel almost on a daily basis. Problems amongst the crew seemed to manifest themselves whilst in port. In a relatively small community irritations were bound to arise, and it was during this period that C.J. Predigen was dismissed.⁷⁶ There were also cases of petty theft. A breach of rules could be severely punished with fines, corporal punishment and solitary confinement. Blasphemy, drunkenness, throwing victuals overboard and defecating or urinating in unauthorised areas could lead to a fine of two months wages. One of the sailors on board the *Amsterdam* was found stealing timber and was put into irons and subsequently dismissed.

Caulking the ship seems to have been a major pre-occupation of the crew while she was in Batavia. Many unfit ropes were utilised for caulking material as there was nothing else available. With the hot humid weather, many barrels of meat and bacon were found to be rotten and had to be sent back to the

⁷³ France had occupied a few islands during the Napoleonic era but had not had the time or inclination to really make an effort at defending them.

⁷⁴ Sym, Col. John. 1962. *The Seaforth Highlanders. Regimental History of the 78th Regt.*

⁷⁵ See glossary.

⁷⁶ Hofmeijer, op.cit., 30-6-1816.

stores. The crew were also kept occupied in shooting practice with hand guns. There was a steady movement of ships entering and leaving the harbour, mostly Dutch and English merchantmen.

SAMARANG

On Monday, 29 July 1816 the *Amsterdam* made ready to leave Batavia *en route* for Samarang. The troops who embarked were made up of 136 Hussars and 393 men of the 2nd Battalion, 5th Regiment. Lord de Groot and his family also proceeded on board, making 537 heads in all.⁷⁷ After a few days at sea, 900 bundles of rotten stockfish and 309 bags of unusable green peas had to be thrown overboard. This was done on the instructions of Rear-Admiral Buyskes.

The crew caught sight of Samarang on the sixth day. This town, situated on the north coast of Java, was inhabited by natives of the area, Chinese and Europeans. Although low lying, it was not unhealthy. The sandbar across the mouth of the large river flowing into the Bay forced ships over a certain size to anchor four or five miles offshore.⁷⁸ Samarang enjoyed great wealth from the trade with Borneo, Celebes and China which included gold-dust, ivory, tin, guns, tobacco and edible bird's nests.

Twenty-five Javanese boarded the *Amsterdam* in Samarang to serve as rowers on the sloops, as the ship had to anchor offshore. As on previous occasions on the voyage to the East, the *Amsterdam* was once more in need of repair. It was decided that she be careened⁷⁹ as soon as possible so that the leak at the foot of the mast could be patched. One of the copper plates was found to have worked loose. Other general maintenance work was carried out, the sails aired and the crew given time to attend to personal washing and sewing.

⁷⁷ Ibid., August, 1816.

⁷⁸ Prior. 1810 & 1811. *Prior's Voyages in the Indian Seas. 1810 and 1811.* pp104-5.

⁷⁹ See glossary.

On 7 September a number of the crew fell ill with an infectious disease,⁸⁰ and it was decided to place those that were in a chronic state in the infirmary. Shipboard conditions were a breeding ground for dysentery, influenza and typhoid. As everyone lived in such close quarters, most ships had a separate sick bay, which was often established in front of the gun room in the stern in the hopes of reducing contamination. The surgeon, although not always academically trained, did usually have practical experience in treating injuries and diseases. Prior to leaving the Netherlands, he was required to pass an examination. He would carry his own medicines and instruments with him and, as part of his duties, would do daily rounds visiting the sick.⁸¹ If crewmen were injured as a result of fights or because of venereal disease, they had to pay for the treatment themselves. Otherwise they were treated free. Unfortunately, Samarang boasted only one hospital building and no doctors or adequate medicines, and the mortality rate was extremely high. While some were buried at sea, others were provided with coffins and buried on land. On 1 October the *Amsterdam* set sail for Sourabaya, leaving those who were too sick to be moved in the hospital at Samarang.⁸² Although Hofmeijer records deaths and the transference of men to and from the hospital in his journal, it is difficult to assess exact numbers of seamen who passed away or fell ill.

Many local craft were encountered plying the waters surrounding the islands on the voyage from Samarang to Sourabaya in the south of Java. The natives of the area bartered amongst themselves and made excellent use of their proas for illegally trading in opium with the Chinese. As the locals were familiar with the safe routes in the surrounding seas, the *Amsterdam* was provided with pilots who could navigate the difficult passage through the Straits of Madura. H. Widemeizer and J. Puulie boarded it at sunrise to lead the ship through the treacherous waters. Frequent soundings were taken and the sea floor varied

⁸⁰ Probably dysentery although it is not mentioned specifically in the journal.

⁸¹ Jacobs, op.cit., p. 10.

⁸² Hofmeijer, op.cit., 1-9-1816.

from blue clay soil to pure mud. The bow ropes were in bad repair, and only the stern rope held the ship as it drifted on the current. The trip from Samarang took seven days.

SOURABAYA

Sourabaya was the principal town in the eastern extremity of Java and was unassailable from the sea.⁸³ Fort Lodewijk overlooked the secure harbour, which boasted a depth of six or seven fathoms of water. The channel below the fort was narrow, shallow and winding, with a light loose mud. As Batavia was considered the capital of Java in the west, so Sourabaya was considered to be the eastern capital. Described in 1810 as being relatively new, the city was much less extensive and populous than Batavia. The climate was more pleasant and healthy, and it boasted a fine river and an excellent harbour far superior to any of the neighbouring islands. The woods surrounding the town were reported in 1816 as having elephant, buffalo, tiger and rhinoceros. Huge alligators were also a common sight.⁸⁴

Daendels had long since realised the importance of Sourabaya as a site for a secure naval rendezvous and he is regarded as the father of the city. Under his guidance public buildings were erected, an arsenal developed and vessels constructed.⁸⁵

When the *Amsterdam* docked in Sourabaya, 24 Javanese came on board, as had been the case in Samarang, to serve as oarsmen on the sloops used for revictualling the ship. Empty casks were sent to coopers on the shore for repair, and eight sick crewmen were taken to hospital. Various masts and spars, together with worn out running rigging, were despatched to the shipyard to be stored. The gunpowder was shipped to the powder magazine, and the

⁸³ Priors voyages op.cit., p.105.

⁸⁴ Ibid., p.106.

⁸⁵ Ibid., p.106.

remaining guns and gun mountings were sent to the shipyard, while the pikes and boarding axes were stored in the warehouse.

During the period that the ship was anchored in the Roadstead at Sourabaya, the sun canopies were repaired, the rudder lifted and hung alongside and subsequently taken, with the emergency anchor, to the shipyard for maintenance. Carpenters from the ship were sent to shore to help with the removal of copper cladding from part of the rudder.

As the ship was in such a poor state of repair, Rear-Admiral Buyskes invited a commission to come on board and assess the cost of rebuilding parts of the ship.⁸⁶ This group consisted of the Commander of the Colonial Marines in Grisee, W de Groot; ex-captain of the Dutch East India Company, W. Boubergen; the 1st Builder, Jonkers; the 2nd Builder, van der Does; 1st Officer A. Dekker and H. Hofmeijer. There seems to be no record of the outcome of the meeting, but it would appear from later entries that the commission agreed to spend money on the ship. On the section of the *Amsterdam* in the Port Elizabeth Museum collection, clear evidence of the repair can be seen, with teak cladding being used to patch those areas that had become rotten or subjected to the ravages of teredo worm.

It is interesting to note that Javanese caulkers, together with one or two supervisors, were hired as additional labour to help with caulking. No record of their conditions of work or paysheets can be found. However, there is mention of drums of pitch and nails being delivered to them for repair purposes. Misdemeanours amongst the crew occurred frequently. The accused were always punished but the punishment seldom seems to have extended beyond a couple of days of privation.

On 21 December 1816 the second carpenter fell into the sea through one of the

⁸⁶ Hofmeijer, op.cit., Saturday, 9 November, 1816.

ports in the 'tween decks and drowned despite all efforts to save his life.⁸⁷ Most sailors in the 19th century were unable to swim. This proved to be a severe handicap when ships were wrecked and was one of the causes of the high fatality rate. In the Indies when sailors died their possessions were auctioned off to the highest bidders amongst their colleagues. Presumably the money procured was distributed to their next of kin when once the ship returned to the Netherlands.

On 28 January 1817 a master shipwright arrived on board the *Amsterdam* to advise on the proposed repairs. Some of the rigging was in exceptionally poor condition and as the *De Ruyter* was laid up, permission was requested, and granted, to remove some of its aft rigging to replace the worn ropes on the *Amsterdam*. Also, sections of the copper cladding needed to be removed to inspect the seams. It was found that the main trestle trees were broken and would need to be replaced. The bowsprit was damaged and the anchor ropes were rotten. On the advice of the master shipwright a new metal section was attached to the top of the mizzen mast to give it extra strength, and three replacement yard arms⁸⁸ were obtained from the shipyard. Planks with dry-rot were taken from the starboard side of the vessel and replaced with new timbers and a number of deck planks were also found to be riddled with a type of dry rot. On the orlop deck⁸⁹ new joints had to be installed to reinforce the broken timbers. While the ship was moored in the Roadstead a daily session at the pumps ensured the elimination of excess water which tended to seep into the holds.

Thirty one rolls of new sailcloth and 150 strands of twine were received for the re-construction of the awnings. The main masts were repainted, as was the new bowsprit. The capstan was removed, overhauled and fastened back in

⁸⁷ Ibid., Saturday, 21-12-1816.

⁸⁸ See glossary.

⁸⁹ See glossary.

place. When the fire pump was tested it was found to be non-functional. Work was continuous, and the crew, many of whom fell victim to the tropical diseases, were supplemented with Javanese carpenters and caulkers from the local shipyard. Hofmeijer's journal shows an alarming number of crewmen being hospitalised, but it is interesting to note that the quartermaster endeavoured to treat those who had fallen ill. On 13 July the following invalids' food is recorded as having been obtained from H.M.S. *Prins Frederick* - 2,340 lasts⁹⁰ of oats, 462 lasts of butter, 110 lasts of currants, 114 lasts of prunes, 150 lasts of raisins, 159 lasts of dried apples and 30 lasts of tea.⁹¹ There is no further record of how far this went, or of whether it was successful in reducing the number of victims who suffered from ill health.

In April it was decided to careen the ship once more. Bollards were used to monitor the angle at which the vessel tilted. There was much caulking necessary, especially on the port side of the vessel and on the quarter deck. The seaworthiness of Dutch shipping caused controversy in the 17th century (and even in the 18th and 19th centuries), as carpenters were criticised for failing to dry the wood used on vessels sufficiently, causing seams to burst open after a few months in service. Caulking never completely corrected the fault.⁹² The Dutch did use slightly lighter timbers than those employed by their competitors, which contributed to some leakage problems. Besides replacing defective timbers, the carpenters on the *Amsterdam* were required to make new sheep pens and chicken coops, as these had not survived the outward journey. They were essential as live animals were kept on board to provide fresh meat.⁹³ The sloops carried on the *Amsterdam* were in a bad state of repair and needed attention. New copper sheeting was nailed into

⁹⁰ See glossary.

⁹¹ Hofmeijer, op.cit., 13-7-1817.

⁹² Barbour, Violet., 1954. Dutch and English Merchant Shipping in the Seventeenth, Century, in *Essays in Economic History* ...editor E.M. Carus-Wilson. London: Edward Arnold: 227-253.

⁹³ Sections of a pen were found while excavating the wreck of the *Dodington* an English East Indiaman which foundered in 1755 on Bird Island near to Port Elizabeth.

place along the port side of the ship as some of the plates had lifted.

The storm staysails, the flying jib and the topgallant mast staysail were all replaced and the mizzen topsail was repaired. Sailmakers were required to make adjustments to the flaps of the awnings⁹⁴ and also to repair the groundsheets.

Various ceremonies took place while the *Amsterdam* was anchored in the Roadstead. Rear-Admiral Buyskes came on board on 24 June 1817 to award a medal to the paymaster who, on 5 February, had shown great humanity to the deceased sailor, H. Schreuder. This is an interesting record as most of the diary entries relate to punishments rather than rewards. The Sultan of Madura paid a visit to the ship and was received with all the pomp and ceremony afforded visiting dignitaries.⁹⁵ When new vessels entered or left the harbour, there was a salute of guns, the number depending on the importance of the arrival. Regular parades took place on board ship with kit inspections and the reading of the Articles of Discipline. Celebrations held on the occasion of the birthday of the King of the Netherlands, his wife and immediate family merited an extra dram for all crew members. These diversions helped to alleviate the boredom and drudgery of those on board.

Watches consisted of four hours on duty and eight hours off, whether the crew were at sea or not. In their spare time sailors lounged in hammocks, fished, read and played games. Chess and checkers were permitted, but playing cards were considered the pictures of the devil.

By September the ship was being made ready to leave Sourabaya. The ornamentations on the stern⁹⁶ and the capstan were painted. The rudder was

⁹⁴ Hofmeijer, op.cit., 28-4-1817.

⁹⁵ Ibid., 29-6-1817.

⁹⁶ Ibid., 22-9-1817.

put into place, together with the tiller, the main yard was brought aboard and a start was made with the rigging. The anchor and tiller ropes were still a cause for concern as they were rotten in patches and liable to break.

Rice, (400,000 pounds in 4685 double straw bags), to be stowed in the forehold, and coffeebeans, (five times 133,500 pounds in 6646 straw bags),⁹⁷ to be stored in the breadroom, were loaded onto the ship together with 1000 bundles of binding cane and 500 bamboo mats. The aft hold held alternating layers of coffee, Japanese satinwood, cane and mats. Dried fish and potatoes for the homeward bound journey and victuals such as pepper, salt, salted pork, meat, coconut oil, vinegar and arrack were all suitably stored. Small casks of water were placed under the main hatch next to the main mast. Once the ship was loaded it was interesting to note that the draught was 22 inches at the bow and 22 inches at the stern, making for perfect balance.

On Saturday 11 October, the Governor-General of the Dutch Indies, Baron van der Capellen, visited the *de Ruyter* and a 21 gun salute was fired in his honour. A parade with guards, muskets and drums was held and the sailors all manned the shrouds.⁹⁸ When His Excellency left to go to the ship *Wilhelmina*, the *Amsterdam* fired a 21 gun salute.

RETURN VOYAGE TO THE NETHERLANDS

The next day, on 12 October 1817, after six months in Sourabaya, the *Amsterdam* weighed anchor for her return trip to the Netherlands. The journal makes no mention of the crew on board but it was known to be 220 souls. Some of the original crew were left behind in hospital and others were transferred to the *Admiraal Evertzen*. The pilot, Etienne Barber, boarded. As the ship set sail amidst the saluting of many guns, the tiller rope broke, and she

⁹⁷ Archief Het Ministerie van Marine, Collectie Scheepsjournalen (1813-1900), inventaris nummer 159.

⁹⁸ Stood in formation up to the topmost mast on the rigging ropes of the ship.

turned into the wind. The sheet⁹⁹ was immediately replaced, and Barber managed to steer the vessel to Fort Lodewijk. It seems that despite the lengthy period spent in Sourabaya undergoing repairs, there were still many sections of the ship that had not received sufficient attention.

While the *Amsterdam* was anchored in Oudjang Panka, proas carrying the balance of the cargo and water were shown the red flag, indicating that they could approach the ship with the extra coffee, water and firewood to be stowed in the holds. As part of her cargo the *Amsterdam* was also carrying a variety of natural history specimens such as exotic birds as gifts for His Majesty the King of the Netherlands, stuffed birds, skeletons, animals in formalin, shell collections, insects and minerals.¹⁰⁰ The latter were all being taken back to Holland for identification. They had been collected mostly from St Iago, the Cape of Good Hope and Java by the Director for Arts and Science in Java, Mr Reinwardt, who had travelled with the *Amsterdam* from Texel. There were also specimens from China and Bengal.¹⁰¹

Even prior to sailing mishaps befell some of the crew. The accidental death of the sailor, P. Jansen, occurred when he fell from the waist of the ship onto the orlop deck. The cartographer, Den Leir van Hoesem, also died unexpectedly and was committed to the earth with honours. After spending a day at a point outside Oudjang Panka with a disconnected anchor the *Amsterdam* set sail at 12.30 pm.

En route from Samarang to Batavia, Hofmeijer once again makes mention of the busy shipping lanes and of the *Amsterdam's* progress through these difficult waters. The ship dropped anchor in the roadstead at Batavia on 22

⁹⁹ See glossary.

¹⁰⁰ Bataviaasche Courant 5 September 1817 en Algemene Kunst en Letterbode, 1817, 1: pp. 99-100.

¹⁰¹ Ibid.

October. Six Brahman statues and 36 bird nests carried as cargo for Governor-General for the Colony were off-loaded. The arrack was checked and it was found that some cases had leaked, so it was re-loaded next to the main hatch beside the main mast. The ship's cook, J Ebregt, passed away and was buried at sea.

A number of passengers and crew came on board at Batavia. Lieutenants Aspel¹⁰² and Schmitman were booked on board the *Amsterdam* as passengers by General Anstringh, as was Mrs Marols, two children and a servant, at the request of the Governor-General. The naval cadet, Bousquet, and three sailors, Charles Bartou, J. Haijes and Thomas Guigh, were engaged for the voyage.

The ship left Batavia at 7 o'clock on 29 October 1817 and sailed to Anjer, reaching the roadstead three days later. As the water in Batavia had been of poor quality Hofmeijer had kept his quota to a minimum and decided instead to load an extra forty-nine casks in Anjer. One of the sloops broke in two when hoisted on board and was found to be beyond repair. Whilst at anchor the sailor, W. Schut, was put into irons for criticising the seaworthiness of the *Amsterdam*, as she was leaking so badly. He felt exceptionally strongly about the matter and attempted, unsuccessfully, to lead the crew to revolt. Hofmeijer, to some extent ignored this criticism as he felt that it was unjustified, citing overloaded pumps as his reason. He was confident that once the excess water in the bilges had been removed there would be no real problems. He was to be proved wrong in the long term.

The *Amsterdam* proceeded on its homeward journey, sailing through the Sunda Strait, past Krakatou, using the current to great effect. Bearings were

¹⁰² Later to be instrumental in carrying the ship's papers to the shore when it wrecked in Algoa Bay.

taken with the Cocos Islands and the Island Rodriguez¹⁰³ acting as points of reference. A fairly heavy leak under the chimney section of the galley was discovered on 11 November. It could not be repaired. As a result the pumps had to be manned continuously. The ropes and yards also proved unreliable and needed regular attention. It is interesting to note that Hofmeijer made constant use of the English charts of J.W. Norie of 1814, bearing out the argument of Stavorinus from the previous century that the Dutch lagged behind with regard to up to date sailing instructions and maps.

Hofmeijer was able to make good use of the South Equatorial current which moves water towards the east coast of southern Africa and Madagascar.¹⁰⁴ The weather patterns at this time of the year in the Indian Ocean were still unsettled with the monsoons off India occasionally blowing in the area. Whenever violent storms arose and the men had to put in more effort, an extra dram of gin was issued to the sailors, a privilege enjoyed by some and abused by others. Four days after the storm of the 17 and 18 November, a timber plank in the hold sprang loose, and 4 bags of coffee were displaced from their stowage. Three bags were lost, but the fourth was saved and placed in the gunpowder magazine.¹⁰⁵ Fearing being held responsible, the 1st Lieutenant Tichelman, Lieut. Vonterij and 1st Scribe Langenberg, signed an official declaration stating that they were in no way liable for the accident. Midshipman, D Oostevaak and sailor, J. Maijo were placed in irons for fighting and being drunk.

SOUTH-EAST COAST OF AFRICA

On 25 November the *Amsterdam* crossed the Tropic of Capricorn. The apprentice sailmaker, H Voet, sailor F Bartell, and Corporal C.R. Schmidt of the

¹⁰³ See map.

¹⁰⁴ Payne, A.I.L., Crawford, R.J.M. 1989. *Oceans of Life off Southern Africa*. Cape Town: Vlaeberg Publishers.

¹⁰⁵ Sometimes a few special trade goods of great value were placed in the gunroom on the return voyage.

Hussars passed away. The course was set for Madagascar and Cape Marie, a midpoint in Natal, and bearings were taken using St Lucia as a point of reference. Once again a severe storm placed the ship and crew under great strain. Leaks were to be found in the sail hold, and as a result the canvas became wet and heavy. As Hofmeijer came close to the coast of Natal, he found himself making use of J.Homburgh's chart. On 3 December the *Amsterdam* ran into a huge storm with thunder and lightning. Even at this stage, when a Council Meeting was held, it was felt that the ship would have difficulty reaching Table Bay as it was leaking so badly. The crew had manned the pumps almost continuously on the day of 3 December and were exhausted. The entries in the journal become quite lengthy at this point. It is obvious that Hofmeijer was experiencing anxiety as regards the seaworthiness of the ship, and he gives detailed readings as to their position. On 6 December mention is made of Cape Recife, Algoa Bay, at 105 miles distant. The next day one of the pumps failed. The Articles of Discipline were read and a weapon and kit inspection was held. As the ship sailed down the southern African coast towards Port St Johns (called St Johns River), Hofmeijer used the Englishman, W Heather's chart of 1806. Land was sighted at 10h00. On 9 December although the wind was not too strong, the seas were very high and the *Amsterdam* was rolling and pitching heavily, with only one pump working. Sailor, F Baljeu was freed from irons while J.C. Haring was put into them for neglecting his duties to the Quartermaster. Sightings of Cape Delgado¹⁰⁶ were reported and the ship's position was 34° 45'.

CAPE DELGADO AND ALGOA BAY

The Buffelsberg¹⁰⁷ was seen about nine miles distant, and the sounding lead showed the soil to be coarse sand with small stones. With the increase in the strength of the wind the sails were reefed down in the hopes of better controlling the speed and the direction of the ship. The pumps were not coping

¹⁰⁶ Cape Seal- Bahia Formosa - Plettenberg Bay.

¹⁰⁷ See map.

with the intake of water, and the levels were reported to be at 24 inches. The nearest landfall was a point between Plettenberg Bay and Mossel Bay.

With the wind coming from the south west the *Amsterdam* was forced to run before it and, as a result, veered round to head in the direction of Algoa Bay. The mainsail tore and had to be replaced, and the storm jib was raised with the increase in the wind speed. Seams split where one of the knee joints on the port side had given way. Between Plettenberg Bay and Francis Bay the vessel had once more to contend with very high seas and heavy rain. The unending bad weather exacted its toll on the ship. The stay on the bowsprit snapped and required immediate attention. In addition the mainmast broke into four parts. One section pounded against the mizzen mast, having broken off at the strengthened opening on the deck; another segment was to be found lying between the bow and the bulwarks, whilst two pieces crashed onto the starboard side. With the descent of the mast, the cross trees went overboard, the largest of the sloops was smashed, the sails were in tatters and the gaff was broken through the middle. Hofmeijer ordered that the rest of the stays and booms be chopped free, so that the ship would not be caught up on impact.

With the water level at 44 inches, the captain ordered that the cabinet containing the valuables be brought from the gunroom to the main deck. The pumps became clogged with coffee which had come loose in the spice hold. All the officers and sailors were working exceptionally hard to keep ahead of the leaks and had begun to bale by hand. By 14 December, Hofmeijer reported that after 11 hours of pumping, they had gained a quarter of a foot on the water. The Council met and decided that it was not possible to keep up the pace with such little effect (the water level was now at 9 feet) as the crew was becoming weaker and weaker. The ship was positioned between Francis Bay and Delgado. Land was sighted at sundown. It was decided that the only course open to them was to ground the *Amsterdam*. The vessel was still 12 hours away from Algoa Bay, so a portion of the mainsail was used to help plug

the leaks. Homburg's chart of 1806 indicated to Hofmeijer that he was just off Cape Recife on the western side of Algoa Bay. Soundings were taken on a regular basis and only the topgallant sail was used for momentum. A muddy and sandy bottom was evident and the depth of water varied between 19 and 10 fathoms. The island of St Croix, in Algoa Bay, was sighted in an East North East direction, with the Zwartloos River to the West and Blockhouse on the Baakens River to the South, South West. Hofmeijer mentions in his journal that the chart from Barrow's Travels¹⁰⁸ proved to be a great help in deciding on a suitable place to ground the ship. At 34° 11' latitude and 43° 7' longitude, the Council decided on 15 December that it would be best to throw the whole cargo, including most of the 80 guns, overboard in order to lighten the vessel. The stern anchor¹⁰⁹ was detached so that it would not pose a danger to the passengers and crew. A two gun salute was fired, and Hofmeijer and his Council concurred that as far as their seamanship was concerned, there was nothing more that they could do. In the interests of saving the crew, there was no other route open to them except to run the ship aground. A supply of bread, meat, bacon and arrack was rescued from the hold and placed in the longroom to keep it dry.

THE GROUNDING OF THE *AMSTERDAM*

On reaching a site opposite a stretch of sandy beach Hofmeijer despatched a sloop with Mrs Marols, the children and Lieut. Aspeling carrying the ship's papers to the shore. It was his duty to advise His Excellency, the Governor General of the Cape of Good Hope, of the happening on that day and to ask for help in the form of one or two ships to rescue the crew. This plan, prior to the grounding, showed the great concern and foresight demonstrated by Captain Hofmeijer for his passengers, troops and crew. As a precautionary measure, a safety rope was carried to the shore to provide aid in the rescue

¹⁰⁸ Barrow, John. 1806. *Travels into the Interior of South Africa*. 2 vols, London: Cadell and Davies.

¹⁰⁹ Found by Connie Muller and the rest of his team when diving on the site. It was discovered in 9 metres of water and under 2 metres of sand on 26 August 1988.

process.

At midnight on 16 December 1817 the small sloop set out from the ship in slightly windy and rainy conditions, to locate a suitable site, with the least wave action, for the grounding. Three hours later, having satisfied himself of the best place, Hofmeijer set the jib and the topsail and headed for the sand. After four hours, with the starboard side facing the beach, and the bow turned in the direction of the settlement at Algoa Bay, the *Amsterdam* ran aground in 2.6 fathoms (16 feet) of water on the starboard side and in 4 fathoms (24 feet) on the port side between the Zwartkops and Coega Rivers.

Hofmeijer despatched the larger sloop to shore but it capsized. The smaller sloop and two other boats were more fortunate as they were able to make use of the line that was initially sent to land. Although the beach was sandy, the craft were damaged. Floating timbers and rafts aided the men in reaching the shore, and the only casualties were P. van Metering, Joseph Gough and sailor Jacob Mulder who drowned after being washed off their raft. The disembarkation was carried out in an extremely orderly fashion, despite the fact that by the time they left the ship five feet of water covered the gangway. Hofmeijer noted his satisfaction with the way in which his men had carried out the exercise.

Later that day it became impossible for the rafts or sloops to make the trip to the ship as the wind had strengthened and the sea had turned rough. The bodies of the three men who drowned were recovered and buried on the beach. The Landdrost, Colonel J.P. Cuyler, of the District of Uitenhage and some local inhabitants, on learning of the shipwreck, arrived at the scene on the afternoon of 17 December 1817 to offer assistance in the way of food, meat and water, all gratefully accepted by the crew.

The weather on the following day was more favourable and as one sloop was

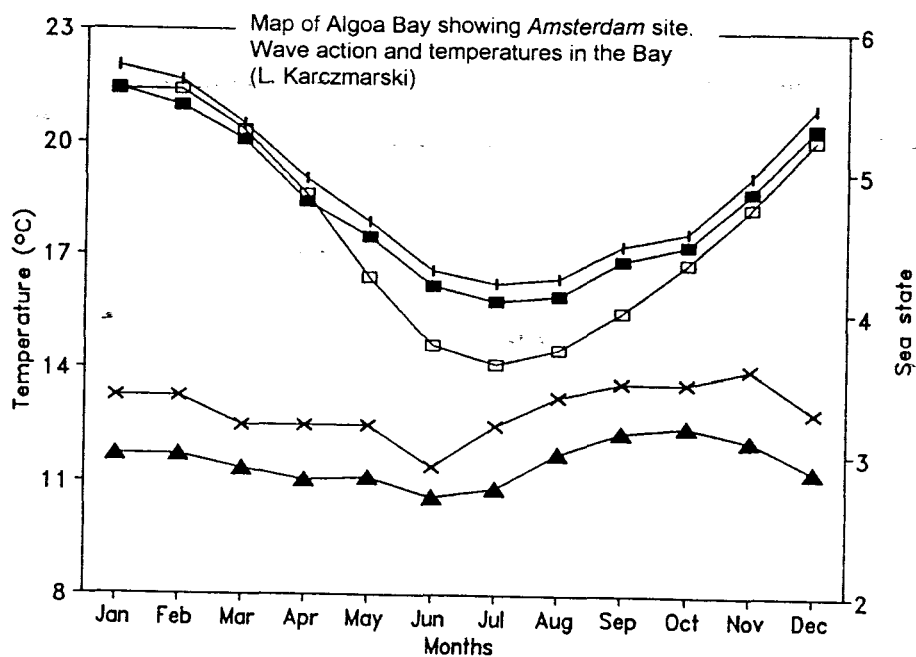
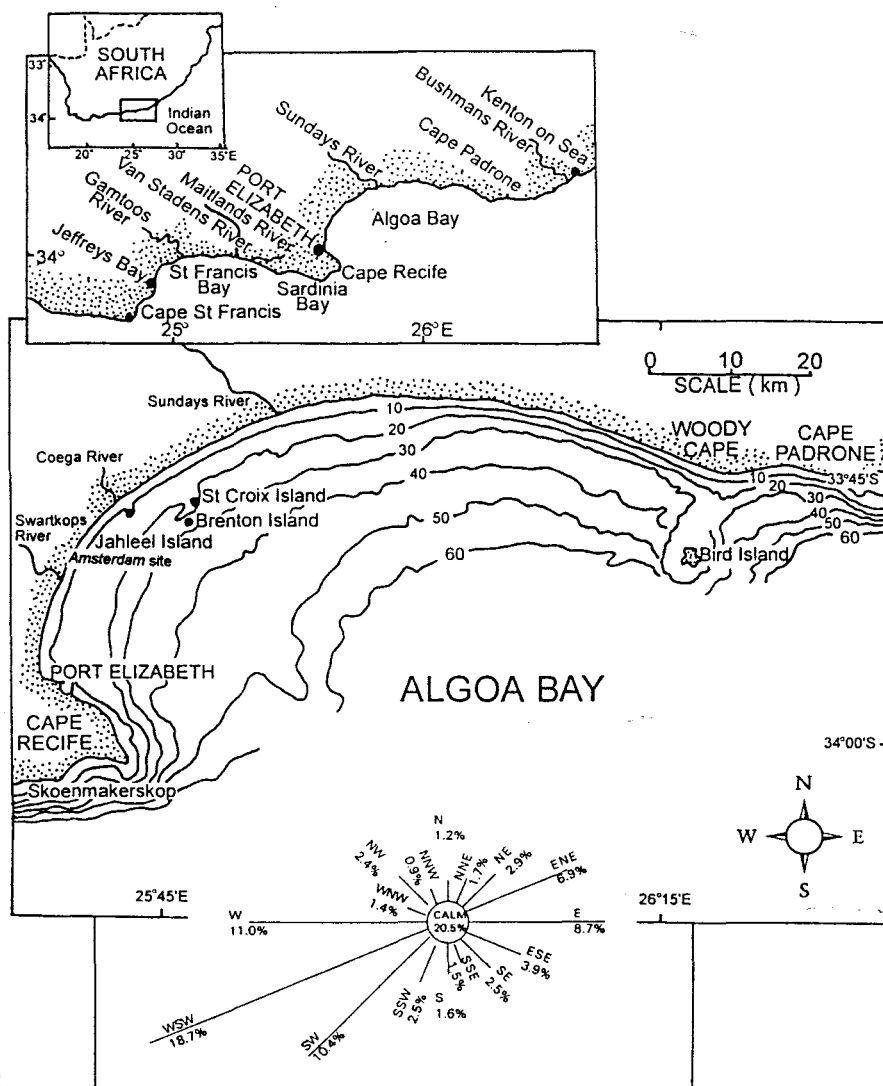
in a reasonable condition it became possible to go on board the wreck and recover bread, bacon and meat and other useful items. By 20 December, however, the ship had broken into two parts, the foremast had fallen overboard, and by the next morning the mizzen mast was also gone. Sections of the vessel and some cargo started washing up on the beach. On the following day Cuyler sent a message to Captain F Evatt,¹¹⁰ who was in charge of the small detachment of English troops at Fort Frederick, asking him to help the shipwrecked mariners in every way possible. He, in turn, responded by sending two wagons with goods for the sailors, who were still encamped on the beach. These were gratefully received by 1st Lieut. Lutkens and Midshipman F. Huaat who were in charge of operations on the shore. In a letter to the Colonial Secretary, H. Alexander,¹¹¹ General Cuyler stated that the officers and men had saved little of their effects from the wreck and that it was his intention to accommodate them at the garrison at Algoa Bay and at the Drostdy in Uitenhage until such time that ships arrived to transport them to Table Bay. He wrote,

‘Capt. Hofmeyer is in the hope His Excy will send him assistance to convey himself, officers and crew to Cape Town - I conceive it will require more tonnage than the *Isabella* to accommodate them.’

Despite the *Amsterdam* having been overhauled in Texel prior to her journey to the East and the period spent in Sourabaya being repaired, it must be remembered that she was already ten years old which was considered almost more than the normal lifespan of a wooden ship during this period. It seems ironic that Hofmeijer, who was born in Cape Town, should return to southern Africa so many years later, in such unfortunate circumstances.

¹¹⁰ Captain Francis Evatt was in command of the troops at Fort Frederick.

¹¹¹ Letter from the Landdrost papers, Uitenhage. 1 UIT 15/4. 22 December 1817.



CHAPTER THREE

THE GROUNDING OF THE *AMSTERDAM*

PHYSICAL FEATURES OF ALGOA BAY

When analysing the reasons for the grounding of the *Amsterdam*, the physical and oceanographic features of the wreck site are some of the aspects that need to be taken into consideration. Algoa Bay is the furthest east and largest of several rugged bays on the south-east coast of South Africa¹. It is flanked on the west by Cape Recife and on the east by Cape Padrone². The almost exact semi-circular shape faces into the south-western Indian Ocean, where the Agulhas current, which flows along the edge of the coastal shelf towards the South Pole, is a prominent feature.³

Eighty of the ninety kilometres of this coastline are characterised by long, exposed, sandy beaches. Three main rivers run into the bay viz. the Zwartkops and the Sundays, whose estuaries are open to the sea, and the Coega whose mouth is closed for most of the year. The Baakens, Shark and Blind Rivers are small streams which also enter the bay. Man-made features in the area in the early 19th century included the blockhouse at Fort Frederick, which housed Captain Francis Evatt and his small detachment. This was situated in the south-western corner of Algoa Bay.⁴ Robert Hart, of the Argyllshire Highlanders, whose company was deployed to build the stone fort on the

¹ Goschen, W.S. and Schumann, E.H. 1988. Ocean Currents and Temperature Structures in Algoa Bay and Beyond in November 1986. *South African Journal of Marine Science* 7: 101-116.

² Cape Recife (34°02' S; 25°42' E); Cape Padrone (33°46' S; 26°28' E)

³ Grundeligh, M.R. 1979. Observation of a large meander in the Agulhas Current. *Journal for Geophysical Research*. 84: 376-378.

⁴ Algoa Bay (33°58' S; 25°39' E)

Baakens River, reported in 1799 that 'the Dutch East India Company had so badly charted the Bay, with its uninhabited strand, that it lay scores of miles east of its position on the chart.'⁵

In Algoa Bay the sea floor slopes gently to the south-east at an angle of about 0.15°. It therefore had little effect on the final resting position of the *Amsterdam*. Hofmeijer headed directly for the shore and then came about⁶ at the last minute so that the ship grounded parallel to the beach facing in the direction of the Zwartkops River. As there was relatively little gradient she maintained a fairly even keel, although the depth of the water on the port and starboard side varied by about 8 feet.

The overall slope of the seabed is gradual but numerous islands, depressions and ridges in the bay do disturb the gradient. The exposed bedrock of Cape Recife is the roughest section of shoreline. St Croix, Brenton and Jahleel Islands, together with several submerged reefs, form isolated outcrops of sandstone. Most of the sea floor is covered with fine sand.⁷ This feature proved to be an advantage when the *Amsterdam* sank, as the hull initially remained intact when she grounded.

The weather in the Algoa Bay area is dominated by high pressure systems, with some coastal lows and cold fronts. This often brings strong winds, cloud and rain, depending on the season. Monthly rainfall varies between 33 cm in December and 65 cm in June,⁸ and precipitation occurs one day in four on

⁵ Lorimer, E.K. 1971. *Panorama of Port Elizabeth*. Cape Town: A.A.Balkema.

⁶ Sailing term used to indicate a ship turning into the wind.

⁷ Karczmarski, Leszek. 1996. Ecological Studies of Humpback Dolphins *Sousa Chinensis* in the Algoa Bay Region, Eastern Cape, South Africa. D. Phil. thesis. University of Port Elizabeth, Port Elizabeth.

⁸ Sampson, G., Fletcher, J.C., Viviers, J.P. & Carter, T.J. 1995. Port Elizabeth Weather Statistics. *Department of Environmental Affairs*. Port Elizabeth: Weather Bureau.

average. Sunshine reaches maximum levels in December/January with 8½ - 9 hours per day.⁹ The weather was of prime importance to the shipwrecked sailors who spent the first few days after the disaster camping on a sun-baked beach.

In Algoa Bay the prevailing winds align with the general direction of the coastline,¹⁰ a factor which would have had to be taken into consideration by Hofmeijer as he manouvred the *Amsterdam* to a suitable grounding site. He had little option but to allow the ship to run before the wind with her few remaining sails, and it was therefore fortunate that on 16 December 1817 the wind was blowing from an easterly direction.¹¹ The period between September and February is renowned for the greatest wind activity.¹² Totally calm conditions rarely occur in Algoa Bay.

Waves reaching the south eastern coast are caused by the combined effect of wind and distant storms, which move from west to east.¹³ Southerly swells reaching the shallow areas near Cape Recife are angled westwards into Algoa Bay. The south western corner of the bay is better protected from heavy wave action. Easterly winds cause large swells, which could have made disembarking from the *Amsterdam* difficult, and possibly precipitated the drowning of three sailors when they were washed off their float. It is usual for sea conditions to deteriorate during the course of the day, which could have led to the ocean being relatively rough by midnight when the ship went ashore.

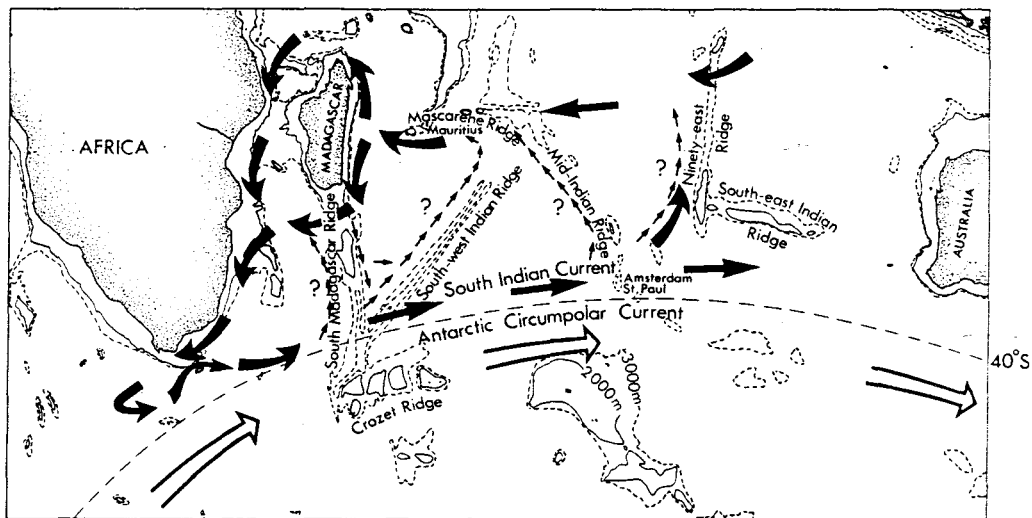
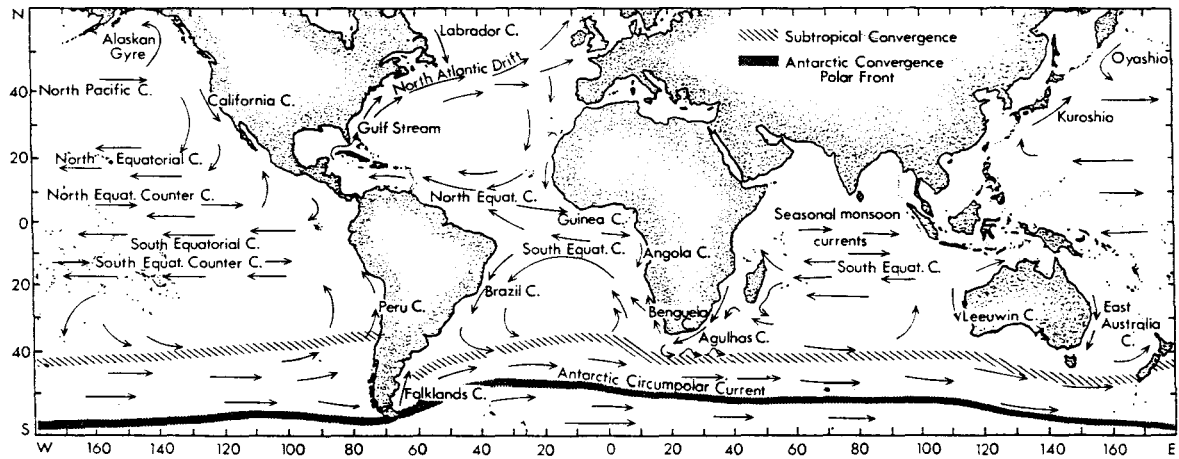
⁹ Ibid.

¹⁰ Goschen, W.S. 1988. Water Circulation and Structures in Algoa Bay and its Environs. Unpublished M.Sc.thesis, University of Port Elizabeth, Port Elizabeth.

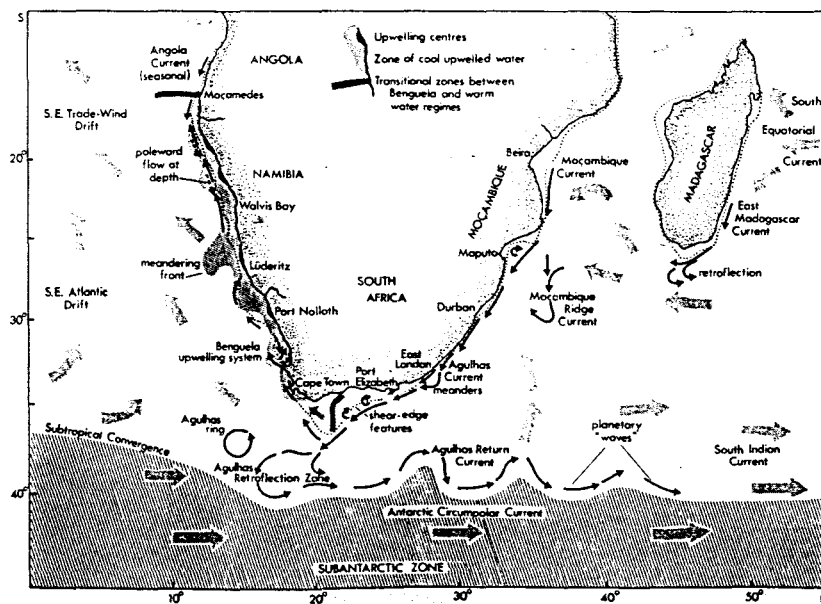
¹¹ Schumann, E.H. 1992. Interannual Wind Variability on the South and East Coasts of South Africa. *Journal for Geophysical Research*. 97 (D18), 397-403.

¹² Rust, I.C. & Mee, D. 1993. Sedimentology of the Port Elizabeth Beachfront. *Final Report to SANCOR, FRD*, Pretoria, p: 168-202.

¹³ Beckley, L.E. 1988. Spatial and Temporal Variability in Sea Temperatures in Algoa Bay, South Africa. *South African Journal of Science*. 84 : 67-69.



Ocean currents in the South Indian Ocean
(L.Vere Shannon)



Ocean currents off Africa

The *Amsterdam* was fortunate in not encountering one of the giant freak waves which the Agulhas current tends to sustain. Such waves cause severe damage to ships travelling in a south westerly direction along the south east coast of Africa. It seems probable that gales from the far south, off Africa, generate swells which move in an opposite direction to the swiftly moving Agulhas current. The two interact and the waves become shorter and steeper. If the bow of a ship fails to rise sufficiently from a deep trough, the crest of the wave crashes down onto it, usually with disastrous results.¹⁴

Early historical records referring to ocean currents consisted of charts based on ships' drift.¹⁵ Prior to 1800 it was believed that most of the Agulhas current ran into the Atlantic Ocean, but later documents clearly show that it returned mainly to the east, with only a partial flow into the Atlantic.¹⁶ Inshore waters seem to be more affected by the inshore counter current.¹⁷ The Agulhas current produces high water speeds (up to 9.4kmh)¹⁸ over the continental shelf, while the currents in Algoa Bay are slower. A distinct line can be seen dividing the flow of the current outside from the ones inside along the mouth of the bay.¹⁹ Sailing ships followed routes that relied on favourable currents as their performance was affected by them - especially when carrying relatively little sail. Hofmeijer seems to make no mention of the current in Algoa Bay when he was endeavouring to ground the *Amsterdam* so it must be presumed that it was not strong at that stage.

¹⁴ Shannon, L.Vere. 1989. *The Physical Environment*. Oceans of Life in Southern Africa. Cape: Vlaeberg. It is believed that freak wave action caused the disappearance of the *Waratah* in 1909.

¹⁵ Pearce, A.F. 1980. Early observations and historical notes on the Agulhas Circulation. *Transactions of the Royal Society of South Africa*. 44 2: 205-212.

¹⁶ Boyd, A.J. and Shillington, F.A. 1994. Physical Forcing and circulation patterns on the Agulhas Bank. *South African Journal of Science*. 90 3:115.

¹⁷ Beckley, op. cit., p. 69.

¹⁸ Shannon op. cit.

¹⁹ Goschen, op.cit., p.31.

Spring and neap tides vary from 1.61cm to 0.51cm, but it is not known whether this had any effect on the *Amsterdam* when it grounded or whether it impacted on the difficulty or ease with which supplies were rescued from the ship. Hofmeijer's journal makes no reference to tides. The water temperature in Algoa Bay fluctuates between 11°C and 25°C when the Agulhas current comes inshore with the average being about 17-18°C. The summer surface water is warmer in the Bay than in the surrounding ocean.²⁰ As a result of these relatively advantageous conditions the crew would not have suffered from hypothermia even if they had been in the water for any length of time: it was not overly cold.

THE REASONS FOR THE GROUNDING OF THE *AMSTERDAM*

While the physical environment in which the *Amsterdam* grounded is clearly important, it is essential to attempt to establish whether her faulty construction led directly to her demise. Some have argued that shipbuilding from the mid 18th century was more experimental. Shortages of essential timber necessitated the utilisation of alternative resources and in some cases standards did not decline.

Vessels that were required to complete long ocean voyages and do service in tropical waters were occasionally on the receiving end of special efforts to improve quality and longevity although the Dutch tended to carry on building ships in the old tradition. At the beginning of the 19th century attempts had been made to enhance the internal environment, especially of British built vessels. Better pumps were manufactured to counteract dampness, airing stoves improved the air flow and in some instances superior living conditions did lead to healthier crews.

Although not many fittings have been found on the *Amsterdam*, it may be assumed that the Dutch had not followed the modern trends in shipbuilding.

²⁰ Beckley, op. cit., p. 69.

Structural modifications, repairs and the replacement of outdated or inefficient fastenings remained as before and they had not made use of the knowledge and developments which had taken place in the experimental period in the shipyards of other nations.

The question may be asked as to whether the *Amsterdam* was reasonably equipped and maintained for her task of transporting goods and men to the East and back. In her case the design, quality of construction, standard of maintenance and repair, fitting out and sailing ability were all variables which could have had an effect on her ultimate wrecking. While some historical records highlight the refurbishing and refitting of the vessel, it is the archaeological record which may ultimately resolve some critical issues.²¹

The *Amsterdam* although categorised as a man o' war was to some extent a 'composite' ship. She had been modified in various ways over a period of ten years. As the *Amsterdamsche Handel* and *Commercie Amsterdam* she had assumed merchant characteristics with more storage space and less armaments. She was thirteen years old at the time she was wrecked which was old by the standards of the day. It was generally conceded that any wooden ship over ten years old was a high risk, more so if she had traversed tropical waters and had sailed to the East. Nevertheless, she was built to high standards at the dockyard in Amsterdam which had an impeccable reputation. If one investigates specific sections of the ship with regards construction, some interesting results can be found.

By the middle of the 18th century it was difficult to find timbers that were large enough to construct the rudder out of one piece of wood. The main centre section was usually made of oak while the fore edge was often of Norwegian

²¹ Stanbury, Myra. 1994. *HMS Sirius 1790. An illustrated catalogue of artefacts recovered from the wreck site at Norfolk Island*. Adelaide, SA: Australian Institute for Maritime Archaeology. Special Publication No. 7.

fir. When the *Amsterdam* was overhauled in Sourabaya the rudder had had to undergo repairs. No mention is made of what failed. The main keel of the ship was assembled from several lengths of timbers fitted together by means of scarph²² joints and secured with clench bolts. The latter held the keel, floor timbers and keelson²³ together. The continual movement of the ship, in conjunction with the fact that the *Amsterdam* had been subjected to severe buffeting off the South African coast and earlier in the voyage in the eastern Indian Ocean, caused joints to spring open, knees²⁴ to be damaged and seams to split. Spare copper bolts were carried in the hold for repair purposes. The sizes of fastenings used in ship construction varied according to the type and tonnage of the vessel and the function of the fastening.²⁵ When investigating the construction of the section of the *Amsterdam* that was recovered, it was found to have mostly wooden dowells and treenails.²⁶ When these failed, gaps occurred in the planking and water rushed into the ship.

Copper sheathing of ships became of prime importance from the last quarter of the 18th century. On the *Amsterdam* this inhibited marine growth but the danger of erosion remained. When the vessel was careened²⁷ in Sourabaya it was found that the copper plates at the bow had deteriorated much faster than those amidships. The stern sheathing was not affected as the erosion depended on the forcefulness of the thrust against the waters of the ocean. Various material compositions, such as hair and tar, were applied between the plates and the hull in an effort to create a watertight barrier between the copper

²² See glossary.

²³ See glossary.

²⁴ See glossary.

²⁵ Steel, D. 1805. *The elements and practice of naval architecture*. Sim Comfort Associates, London 1977.

²⁶ See glossary. Pronounced 'trunnels'.

²⁷ See glossary.

nails and the iron bolts as the latter tended to corrode rapidly. Holes for nails were punched into the sheathing for ease of construction but the disadvantage of this technique was that they were often inadvertently placed directly over the head of a bolt, allowing water to enter the ship. The *Amsterdam* was not coppered when she was first built. G Rees²⁸ wrote:

‘...participation in particular trades determined the adoption of copper sheathing rather than the mere availability of copper sheathing facilities within a particular port or shipbuilding area...’

His analysis shows that few vessels were actually coppered at the time of construction. Sheathing was ‘subsequently applied when the trade route in which the vessel was to work was known’.²⁹ Besides the antifouling advantage, copper sheathed vessels sailed faster. In addition the outer skin gave the hull some protection; caulking materials were held in place. It was generally accepted that copper ships had a longer life and spent less time undergoing refits. Whereas five voyages to the East were usually the limit for a vessel, those that had been coppered could safely be contracted for a sixth voyage. On the *Amsterdam* it is not impossible that an electrolytic reaction took place between the sheathing nails and the copper causing the plates to lift and allowing water into the bilges. It is hoped that more artefacts will be excavated enabling further research to be done to shed more light on the actual reasons for the disintegration of the ship.

Although the *Amsterdam* was fitted with the standard two pump system, viz. the yard and common suction pumps, these proved to be inadequate when the ship began to take on quantities of water. Attempts had been made in the late 18th century to improve ships’ pumps in general. The common type were traditionally constructed from hollowed out timber with a stop-valve and sliding

²⁸ Rees, G. 1971-2. Copper sheathing an example of technological diffusion in the English merchant fleet. *The Journal of Transport History. New Series* 1: 85-94. Leicester University Press.

²⁹ *Ibid.*, p.91.

piston within the barrel, made from wood and wrapped in leather. However, friction and wear led to the deterioration of the wooden barrel, resulting in the jamming of the piston. Once the pump mechanisms had begun to deteriorate, the pumps were in danger of becoming clogged. This happened when the cargo of coffee on the *Amsterdam* was dislodged in the hold, blocking them during the height of the storm.

Although the *Amsterdam* was an old ship, time and money had been spent on her maintenance. From the material evidence recovered it can be seen that old wooden planks had been replaced with teak which was of a better quality than the original oak. Nevertheless, it needed only a few seams to open causing leaks which could not be handled by the pumps to submerge the ship. It was this that Hofmeijer wished to avoid when he ran her aground in Algoa Bay.

THE GROUNDING

Hofmeijer's decision to ground the ship once it was dismasted and taking on water proved to be the correct one. His main aim was to save the lives of his crew. Gauging that Algoa Bay was a safe refuge, he set out on the hazardous journey from Plettenberg Bay.

When the vessel was beached successfully near the Zwartkops River, three sailors, P van Metering, Joseph Gough and Jacob Mulder, in their effort to reach the safety of the shore, were washed off their life float and drowned. This tragedy occurred on the 16th December and their bodies were recovered on the 17th December. It would seem that they lost their lives in the surf-zone and were not carried away on the current. They were buried on the sands by their comrades after their remains washed ashore not far from the actual wreck site. There is no record of exactly where they were interred, but it is likely to have been above the high water mark in the dunes. Even a planned dig of the area today would be unlikely to reveal the exact location of the burial site as the area is too large to excavate. It is possible that rudimentary wooden

crosses were erected at the time. With life being relatively cheap in the early 19th century and with no estate to be distributed, it was likely that their next-of-kin would only have been notified when the survivors returned to the Netherlands.

Hofmeijer's concern for his mariners seems to have been remarkable. In his report to the Governor³⁰ he makes special mention of the fact that his whole crew, from officers down to the lowest rank, from the time the storm began to the time they grounded, had made a concerted and unselfish effort, despite their utter weariness, to save the ship and its cargo - a reflection of his leadership qualities, as most sailors were not noted for their loyalty to the interests of the owners. It would seem that they had all worked together as a team and that when difficulties arose they had shown great courage in the face of an uncertain ending. When one compares this with reports of other shipwrecks, it would seem that Hofmeijer could indeed be proud of his men. The captains of vessels in danger of sinking often reported that the crew became drunk and disorderly, and merely added to the general confusion. Only the three men lost their lives on the *Amsterdam*. It could easily have been the whole complement of 220, especially as the ship found itself in such dire circumstances. In abandoning ship and making for the beach the crew used mainly floats, as the sloops were in a poor state of repair. Firm discipline and calm obedience to orders ensured maximum safety.

On 22 December 1817 the Landdrost of Uitenhage, General Jacob Glen Cuyler, in a letter to the Colonial Secretary, H. Alexander,³¹ wrote:-

'I am sorry to say that the officers have saved but little of their effects -
I shall endeavour to lodge the officers and crew consisting of 217

³⁰ Hofmeijer, Report of 21 December, 1817.

³¹ Henry Alexander became Secretary to the Colonial Government in September, 1808 successor to A. Barnard. He died in 1818 and was succeeded by his deputy, Christopher Chapman. Dictionary of South African Biography. 1977. Vol 2.



Jacob Cuyler, Landdrost at Uitenhage when the *Amsterdam* was wrecked. (Cory Library)



Captain Francis Evatt, Military commander at Fort Frederick



John Barrow, (1764-1848)
Traveller and explorer, accepted authority on the Cape. (Cory Library)



Lord Charles Somerset
Governor of the Cape
(Cape Archives)

persons between the accommodations at the garrison of Algoa Bay and this Drostdy....³²

Hofmeijer in his report³³ to the Governor mentioned that the crew were suffering from fatigue after their arduous journey and had undergone further privations because they had been obliged to pitch camp on the beach for the first few days to prevent anyone from removing items from the wreck. In the heat of summer the sands were burning and dry, and there was no fresh water or proper food for the men. Despite the help offered by Cuyler the morale dropped to a low point, as often happens when a crisis has been successfully surmounted. Everything that could be saved from the wreck was brought to the shore in the two days following the grounding, and wagons were despatched to fetch the arrack that washed up at the mouth of the Coega River. Hofmeijer placed it under surveillance to prevent pilferage. Those individuals who were ill were despatched to Captain Evatt at the blockhouse.

Francis Evatt, the son of Captain Henry Evatt of the Monaghan Militia, Ireland, had become Commandant at Fort Frederick in 1817. He had first arrived in Algoa Bay in 1810 as a lieutenant in the 21st Light Dragoons. In 1811 he married Elizabeth Frederica Petronella Kirsten. At the age of 29 years he was placed in charge of a company and posted to the interior where the Government hoped that the soldiers' presence would intimidate the Xhosa, 'clear' the Zuurveld and ensure peace. He ultimately returned to Algoa Bay in 1817, where he remained until his death at the age of 82 years in 1847.³⁴

On 22nd December 1817 Evatt received the following letter from General Cuyler:-

³² From the Landdrost papers. 1 UIT 15/54 NZ 360. 22 December, 1817.

³³ Hofmeijer, Report of 21 December, 1817, op.cit., p.4.

³⁴ Lorimer, Eleanor, K. 1971. *Panorama of Port Elizabeth*. Cape Town: A.A.Balkema.

(H. Sumner) (N. 360.) Wednesday 22^d Dec. 1843
H. Alexander, Jr.

I had the honor on the 26th to receive a letter from the Hon^{ble} Mr. Rogers, our Consul General at Livingston City, regarding our very Hon^{ble} the Ambassador's proposed trip to the States -

I have been very glad to hear of the Hon^{ble} Ambassador's trip, and I have no doubt that it will be a most successful one. I have been very glad to hear of the Hon^{ble} Ambassador's trip, and I have no doubt that it will be a most successful one. I have been very glad to hear of the Hon^{ble} Ambassador's trip, and I have no doubt that it will be a most successful one.

me to forward the enclosed to young
Lordship. —

I have the pleasure to have

Sup. Court.

Wednesday 22nd Dec 1897

Dear Sir,

Capt. Stoeneyen of the 4th Regt.
late 3rd Wisconsin, has told me that
he is ordered the Officer who he has with
his people to the Pay is in the habit of
passing commissions to the Canten
and has requested me to inform you that
he wishes his people to get a ration
of Bread & meat the same as the
Soldiers do & requires for which he
shall pay, how that he cannot be
responsible for the Bread his Officer
gives except for these articles, say
I beg of you to inform Fortman whom
I believe keeps the Canten of this
and if you could get the Neighbors
to supply such necessaries as they
may want I shall feel obliged -

I remain &c.

Capt. Fitzroy
Comd'g U.S.S.
U.S.S. "Albatross"
Annapolis

Retaining 12 January 1964

I have the pleasure in replying to your letter of the 24th inst. in answer to an extract from the Boston Herald, containing a copy of the statement of the sales of slaves at the sale of the firm from the State of Maine.

I mention them as necessary to send you the extract from a Letter I am about to write from my Government by which you will see that fifteen per cent is to be paid to the Government on the price of good slaves on the probability of sending outwards of the hope that they be sold, immediately on the board of your late ship. The time being -

I have the pleasure to

Letters from Cuyler to the Colonial Secretary,
Capt. Evatt and Capt. Hofmeijer (Cape Archives)

'Cap. Hofmeyer of His N May's³⁵ late ship *Amsterdam* has told me that he is informed the officer who he sent with his people to the Bay is in the habit of passing bond(?) for spirit to the canteen and has requested me to inform you that he wishes his people to get a ration of bread and meat the same as the soldiers do for which he shall pay, but he cannot be answerable for the bond his officer gives except for these articles, may I beg of you to inform Fortuin who I believe kept the canteen of this and if you could get the neighbours to supply susch (sic) vegetables as they may want I shall feel obliged.... I remain etc' ³⁶

Hofmeijer was obviously happy to pay for actual provisions for his men but not prepared to sustain their drinking habits.

After the grounding a significant part was played by Lieutenant Aspeling.³⁷ He had joined the ship at Batavia when General Anstringh requested a berth for him. In Algoa Bay he was sent ashore as a vanguard with the ship's papers. He was accompanied by Mrs Marols and her two children. Together with a letter to the Colonial Secretary at the Cape, Hofmeijer later sent these despatches to General Cuyler to be forwarded to the Netherlands Government.

THE SALVAGE AND AUCTION OF THE *AMSTERDAM*

It would seem that Hofmeijer carried the sole responsibility for the organisation of the salvage of the *Amsterdam*. The mere fact that they were stranded so far

³⁵ His Netherlands Majesty.

³⁶ From the Landdrost papers. 1 UIT 15/4. Letter from Cuyler to Evatt, 22 December, 1817.

³⁷ He could have been Dirk Jacobus Aspeling b. 29 April, 1771- 46 years of age at the time of the wreck; Dirk Jacobus - possibly the son of the previous Aspeling who was born on 26 March, 1798 - 20 years old; Johannes Gustavus, a sailor from Sweden who served with the Dutch East India Company from 1785 to 1789, born in 1768 and 49 years old when the ship wrecked and lastly Johan Gustav Aspeling (his son?) born on 12 January 1793 -24 years old at the time of the wreck. Aspeling, Roger Lewis. 1991. *The Case of the Missing Lieutenant Aspeling*. New Jersey.

Sale of the Dutch Ship
AMSTERDAM,
Of 90 Guns.

A PUBLIC SALE will be held, on Wednesday, Thursday, and Friday, the 14th, 15th, and 16th of January next, on the Beach in Algoa Bay, of the Hull, Sails, Spars, and Rigging of the stranded Ship AMSTERDAM, together with that part of her Cargo saved, consisting in Arrack, Coffee, Rice, Tar, Sweetmeats, Iron, beautiful Planks for Furniture, large Pots and Kettles, and other Articles, too numerous to mention.

Uitenhage, 22d Dec. 1817.

C. ALLEN, Vendue Master.

Advertisement for the sale of the
wreck of the *Amsterdam*
(Cape Government Gazette December 1817)

from the Cape meant that communications were difficult. He did, however, wait for the permission of the Governor to proceed with the auction of the cargo.

General Cuyler in a letter to the Colonial Secretary on 22 December 1817³⁸ wrote:

' The ship went to pieces on the nights between the 19th and 20th - the Capt. anxious to get away has proposed to sell what may be saved of the cargo (which I am sorry to say is very little, some few casks of arrack principally) and wreck. Am enclosing (an avertisement? -ed) for the 14th Jany next - I have the honour to enclose a notice from the (merchantmaster?- ed) which should His Excellency approve, request may be published in the Cape Town Gazette, in the mean time every possible publicity shall be given here of the sale, the Captain wished to have had the sale sooner but I informed him that I conceived there should be time given to report circumstances to and hear from my Govt. And that a shorter notice would be injurious to the concern.'

A notice of the Public Auction of the *Amsterdam* was placed in the Cape Government Gazette of 3 January 1818 by the Vendue Master, C. Allen.³⁹ It was advertised that a public sale of the hull, spars, sails and rigging as well as part of the recovered cargo which consisted of arrack, coffee, rice, tar, sweetmeats, iron, beautiful planks for furniture, large pots and kettles and other articles too numerous to mention would take place on Wednesday 14th, Thursday 15th and Friday 16th January on the beach at Algoa Bay. Mr Allen also sent notice of the sale to Swellendam, George and Graaff-Reinet.

According to the reminiscences in 1825 of G. van Rooyen, C. Kok, J.J. Scheepers and G.S. Scheepers, of Algoa Bay, most of the *Amsterdam* wreck pieces were conveyed to a hut built on the beach for a Mr Maré. Joseph Lilly

³⁸ From the Landdrost papers. 1 UIT 15/4 NZ 360. 22 December 1817.

³⁹ See notice of sale in Cape Town ~~Gazette~~.

also testified in 1825 'that the place where Mr Maré's hut stood [was where] the greatest part of the wreck to say timber and iron from the *Amsterdam* a Dutch 90 gun ship was brought to, and there sold at public sale....'⁴⁰

In Enclosure 71 of Records of the Cape Colony⁴¹, George Smith, swore before P.Heugh on February 16th 1825 that;

'he was in the employ of Mr Maré from the year 1816 to 1818, during which time and to the best of his recollection in the year 1817 he assisted in erecting a hut on the west bank of the Zwartkops River toward's Cradock's Town, some distance below what is called the Modderspruit, between it and the coast, to which place there was a waggon road from the bay or now called Port Elizabeth, as also a waggon road from the place of Mr Korsten called Cradock's Town.'

The Cape Government had a financial interest in the auction and in response to a letter from Hofmeijer, Cuyler wrote as follows:

'Captain Hofmeyer
Commd. of His
Neth, Majy late ship
AMSTERDAM

Uitenhage 12 January 1818

Sir,

I have the honour to reply to your letter of yesterday to enclose you an attested certificate of that article respecting the Vendue master being authorised to pay the amount of the sale he holds at the end of the year from the date of sale- I further deem it necessary to hand you the extract from a letter I am honoured with from my Government by which you will see that fifteen percent is to be paid to the government at the Cape of Good Hope on the produce of countrys eastwards of the Cape that may

⁴⁰ Theal, George McCall. (ed) 1898. *Records of the Cape Colony*. Enclosure 73, *Records of the Cape Colony*. p.276.

⁴¹ Ibid., Enclosure 71, *Records of the Cape Colony*. p.274.

be sold, saved from your late ship *Amsterdam*.

I have the honour Sir to forward the enclosed to your Lordship.

I have the honour to [illegible]

Reference to the tax on the sale of goods imported from the countries to the east of the Cape Colony is a reminder that the wreck of the *Amsterdam* should be seen in the broader context of the economy of the Cape which had become part of the British Empire. Mercantilist notions of discouraging the importation of foreign goods and according protection to English traders were still in existence; but the transition to being a British colony stimulated the economy of the Cape.⁴²

The brief interlude of Batavian administration (1803-1806) had not solved the economic problems at the Cape. However, with the advent of British rule in 1806, came the effort of a new and conscientious government to give coherence to attempts to address the economic and political problems of the colony. The second British occupation actively stimulated the Colony's economic life. Maintenance of ships and troops led to a boom in Cape Town, new capital was injected into the system, and the removal of restraints on trade created a greater demand and swifter response to the movement of goods. There was a growth in the population and a dismantling of monopolies. In the Western Cape, the wine industry did particularly well, with the reduction in duty for exports entering Britain making them competitive. The number of cattle in the Colony trebled, with the eastern frontier making a valuable contribution. Despite all this, the value of the rix dollar collapsed and not all the Colony's products responded as readily as wine to the stimulus of cheap money and the opening up of the English market for export. Wool, hides, grain, ivory and ostrich feathers realised just half the value of wine exports and it was only

⁴² De Kiewiet, C.W. 1964. *A History of South Africa. Social and Economic*. London: Oxford University Press.

slowly that the Cape found a more secure place in the general economic system of the British Empire.⁴³

Between 1806 and 1820 there was a sixfold increase in exports and imports and even the far-off eastern frontier experienced prosperity, which was fortunate for Captain Hofmeijer and his crew as it opened a potential market for the sale of material salvaged from the *Amsterdam*. At the beginning of the 19th century, as had been the case in the 18th century, the large numbers of ships trading in southern African waters resulted in many being wrecked. In order to defray expenses and pay for the return of the survivors, shipwreck material was sold on the beach. Although there does not seem to be a record of the amount made at the auction of the *Amsterdam* from the sale of the hull, copper, lead, ropework, arrack, coffee and rice plus numerous other items, it would seem that Hofmeijer, even after the tax paid to the government, made enough money to procure a ship to take his men from Algoa Bay to Cape Town.

His meticulous report on the reasons for grounding his ship and the circumstances surrounding the event were to a large measure instrumental in absolving him of any blame for the wreck. From the document below it will be seen that as Hofmeijer had carried out all the correct procedures when he beached the *Amsterdam*, his performance was formally acknowledged through the official channels and King Willem I in a document numbered 204 wrote the following:-

We Willem, by the grace of God,
King of the Netherlands, Prince of
Orange-Nassau, Great-Duke of Luxem-
burg, etc., etc., etc.,

In view of the Report of
Our Minister for the Navy
dated 13th instant No 18
200

thereby submitting the report
of the Captain Hofmeyer, having

⁴³ Freund, William, M. 1979. The Cape under the transitional governments, 1795-1814. *The Shaping of South African Society 1652-1820*, edited by Richard Elphinstone & Herman Giliomee. Cape Town: Longman.

55:201

~~L. Marine~~
~~L. H. H. Hof~~
x

Father, good remembrance to
 mother, let me hear from you
 on Monday to teller in letter
 from the Henry Melbaird
 Pres. of the, the reader and
 similar, my dear, greatly
 interested and describe in detail

I had in prospect several
matters, for which said Bureau
kindly made a reference
to your informant, and
with a view to more best
results: report same to
Hoy, William, Perry, to help
to give recommendations.

John H. Williams

Elizabeth Adams

№ 154.

Chas. J.

Notice from Willem I
regarding the
Amsterdam
(Rijksarchief)

Het Koninkrijk der Nederlanden
 Onze Majesteit besluit van den 10. Juni 1820,
 waarbij het Onze Majesteit behagende in deszelfs
 handen te stellen, ten einde daarmede te handelen
 overeenkomstig het voorwoutje van Art. 65 van
 deszelfs provisioneel Constitutie, een Exposit van
 Onze Majesteit Minister van de Marine van
 den 10. September 1819 met het daarbij gevoegde
 Verdrag door den Leez verzorgelijken Schip
Amsterdam gecommandeerd hebbende Kaptein
 Willem H. Hofmeijer van volgemelden Leez
 Minister,

124
 Eigen Majesteit der Koning.

commanded the wrecked ship
Amsterdam, concerning the
 Voyage of that Ship from the
 island of Java until the beaching
 Thereof in the Algoa Bay, and
 What happened subsequently to
 The crew until their arrival
 In the Netherlands;
 Having regard to art. 65 of the
 Provisional Instruction of the
 Supreme Military Court;
 Having approved and understood
 the aforesaid Report and placing
 it in the hands of the Supreme
 Military Court, in order that
 as a result of the aforementioned
 ed to act accordingly.
 And a Copy to be sent to Our
 Minister for the Navy for his
 information, together with the
 aforesaid report to the Supreme
 Military Court for final in-
 structions.

Het Loo 19 June 1818
 Willem

In return the following was sent:-

No.154

Utrecht d. 10 July 1818

Notif.

The Supreme Military Court having received
 Your Majesty's decision of 19 June ultimo No. 204.
 Whereby it pleased Your Majesty to place this
 matter in its hands, and thereby act in accordance
 with the instructions of Art. 65 of Your Majesty's
 Minister for the Navy of the 13th preceding No 18
 220

together with the accompanying report by the
 Captain H Hofmeyer having commanded the wrecked
 ship Amsterdam, and which having been forwarded to
 the Honorary the Minister.

To:

His Majesty the King:-

The Minister concerning the voyage of the ship from the
 Island Java until it beached in the Algoa Bay
 and what happenend subsequently to the crew, until
 their arrival in the Netherlands, has the honour,
 to inform Your Majesty, having obtained and examined

the aforementioned report of the Captain Hofmeyer with all such supporting papers as are considered necessary, to that end the resolution taken on 8 instant stated, that the loss of Your Majesty's Ship Amsterdam, resulting from the beaching of that craft in the Algoa Bay on 17 December 1817, was fully justified.

The Supreme Military Court
Aforementioned
F H Noordeij Lt.
By Ordinance of the
C A Nollems

Hofmeijer therefore was not held responsible for the disaster and was given command of other ships during his career with the Dutch Navy. According to the records he based himself in Batavia for some years where descendants of his are to be found today. He died on 23 January 1827 at the age of 58 years in Weesp near Amsterdam in the Netherlands.

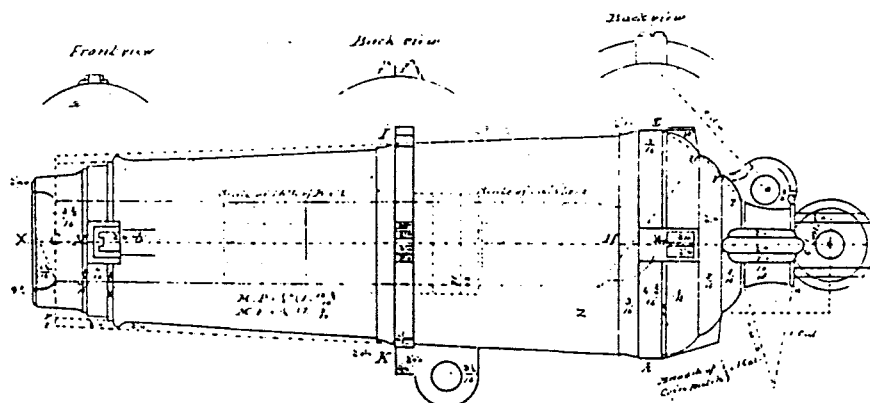
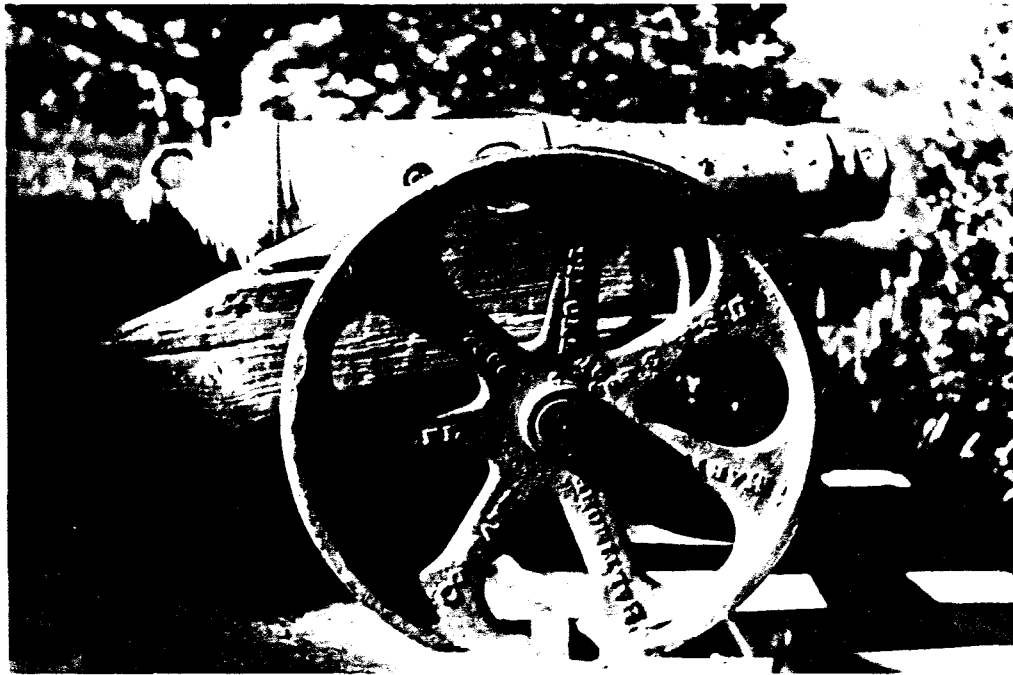
THE AMSTERDAM CANNON

The advertisement for the auction of goods from the *Amsterdam* described her as being a 90 gun⁴⁴ ship. This was not correct as she appears in official documents as a 80 gun ship armed with at least 16 guns of 24 lbs, 2 guns of 12 lbs and 8 cannon of 24 lbs.⁴⁵ Most of her cannon were jettisoned between Plettenberg Bay and Algoa Bay when she endeavoured to survive a severe storm.

One cannon from the wreck is reputed to have been removed from the wreck-site by General Guyler and placed in front of the Court House at Uitenhage. Here it was fired on special occasions - such as the arrival of a ship in Algoa Bay bringing mail, fresh provisions or new settlers. The gun was later removed to Cannon Hill which was situated overlooking the town, and continued to be used to announce the arrival of royal babies and other special events. It was

⁴⁴A cannon is specifically a gun that needs mounting; a gun is a piece of ordinance ie a cannon, musket, rifle or carbine. It is a more general term.

⁴⁵ It is not known how many guns were being carried as cargo.



Uitenhage cannon (photo: J. Bennie)
 Diagram showing proportions of cannon (Guns at Sea)

fired for the last time in 1900 when the Relief of Mafeking⁴⁶ was announced. Mr Charles Cross was assigned the task of firing the gun, but because of the urgency of the circumstances, he failed to check that it had been cleaned. As a result he was severely injured when the cannon misfired. Uitenhage had no facilities for medical treatment at that time, and he was transported to Port Elizabeth on a wheel driven stretcher.⁴⁷ Cross survived, and a direct repercussion was a petition which resulted in the establishment of the Uitenhage Cottage Hospital.

The Uitenhage cannon ⁴⁸ is an 18 pounder and measures 1,15metres in length with a bore of 12cm. ⁴⁹ One trunnion⁵⁰ carries the letter F, in relief. The question of identifying iron guns by their trunnion marks is of primary importance to maritime archaeologists as the correct analysis helps classify a wreck. The most common method of identification is matching the founder's surname to the initial on the cannon.⁵¹ The Swedish system utilised a single letter to represent their great foundries - such as F for Finspong. It is probable that some of the *Amsterdam* cannon came from this source. It was common practice in the 18th and early 19th century for the Dutch to order guns from neighbouring foundries, as with the rapid construction of ships in the Netherlands, it was not possible to meet all armament demands within the time frame required. The use of marks enabled the Board of Ordnance to classify

⁴⁶ U D Nuus/News, Thursday June 6, 1985. (UD-Uitenhage Despatch)

⁴⁷ To be seen at the Station Museum, Uitenhage.

⁴⁸ Green, Jeremy, Henderson Graeme, North, Neil. 1981. A carronade from the brig *James*: its history, conservation and gun carriage construction. *The International Journal of Nautical Archaeology and Underwater Exploration*. 10.2:101-108. The Uitenhage cannon is almost identical to the one found on the brig *James*, which wrecked off the coast of W.Australia in 1830.

⁴⁹ See table indicating wrought iron ball weights according to bore diameters in Appendix.

⁵⁰ See glossary.

⁵¹ Brown, Ruth R. 1989. Identifying 18th century trunnion marks on British iron guns. *The International Journal of Nautical Archaeology and Underwater Exploration*. 18. 4: 321-329.

guns that failed, something that was not uncommon even at the end of the century. Caution needs to be exercised by researchers when identifying trunnion marks as they are easily misinterpreted, even by experts in the field.

Three identical cannon 1,50 metres in length,⁵² probably 6 pounders, reputed to have been recovered from the wreck of the *Amsterdam* in 1817, were found many years later in the area called Amsterdam Flats, which is adjacent to the shipwreck site. These small iron cannon bear no identifying marks. One is believed to have saluted Prince Alfred when he crossed the Sunday's River in 1860, while on a Royal Visit to the Eastern Cape.⁵³

Another gun, used at Addo Elephant Park in the 1930s, also believed to be from the *Amsterdam*, can still be seen in the Reserve. There is no mention made of cannon being sold at the auction of *Amsterdam* goods on 14 January 1817, but it is presumed that the few that survived were bought by local inhabitants and neighbouring farmers.

⁵² Two iron cannon originally belonging to Dr Nick Woolff and one to Mr Derek Harraway were auctioned at a sale held in Port Elizabeth on 9-10 August 1997. They realised R28,500 each and were sold to Mr Michael Lewis of Gauteng.

⁵³ Catalogue. *The Woolff Collection*. 9-10 August, 1997. Walmer Town Hall. Vigne and Howard Auctioneers.

CHAPTER FOUR

THE CAPE COLONY AND EASTERN CAPE: THE HISTORICAL CONTEXT

Political, social and economic factors at the time that the *Amsterdam* was wrecked in Algoa Bay are of prime importance to the study. The Dutch had exercised a continuous influence on the Cape until 1795 through their commercial enterprises, especially the monopolistic activities of the VOC. By the beginning of the 19th century, British rule supplanted Dutch rule and changing attitudes resulted in differing outlooks amongst the settlers and indigenous peoples. The sudden arrival of a large complement of shipwrecked sailors made a significant impact on the relatively small population on the eastern Cape coast. The following chapter will examine these interactions and place the events in context of place and time.

THE CAPE COLONY

The Dutch East India Company in the 17th and 18th centuries had accomplished its objective in South Africa. Initially it had not favoured the establishment of settler communities in its trading empire. Providing for the garrison and the passing maritime traffic forced the company to grant free burgher status to some of its employees and allowed them to set up as independent farmers.¹ A thriving town at the foot of Table Mountain had been created with running water and broad oak-lined streets. In addition, a garden, a hospital, a fort and market gardens supplying fruit and vegetables had all been successfully founded. The demand for fresh meat was largely met by the Khoi who came from the interior with their herds and flocks. The ideal of setting

¹ Keegan, Timothy. 1996. *Colonial South Africa and the Origins of the Racial Order*. Cape Town & Johannesburg: David Philip.

up a halfway house to the East had been realised by the Company.²

The Cape not only occupied an important position on the route to India but it also commanded access to the interior. The natural approach for European colonisation came from the south, rather than the east or west. In an effort to import European settlers to the Cape, a scheme attracting 200 French Huguenots in 1688, added to the number of Free Burghers in the colony. However, to protect its monopoly and make its administration simple, the Company tried to keep the settlement within its narrow boundaries.³ This led to conflict, but it can be argued that even if the Company had followed a more enlightened and liberal economic policy, it could not easily battle against the natural handicaps which were its isolation, its dependence on the domestic market and passing ships, and its lack of staples. The importation of slave labour of African and Asian origin during this period resulted in the Cape immediately becoming a colonist-dominated multiracial society.⁴

By the beginning of the 18th century the monopoly of cattle trading with the Khoi chiefdoms was breaking down. The latter were disintegrating under the pressure placed on them; the smallpox epidemic in 1713 took a terrible toll, and illicit private trade between the Khoi and the colonist was taking place.⁵ As the colonists applied themselves to raising cattle and sheep, they were given permission to spread further afield in search of grazing, establishing what was to be known as the *trekboer*⁶ frontier. By 1740, of the 400 loan farms granted, half were permanently occupied, and the first *trekboers* came into being.

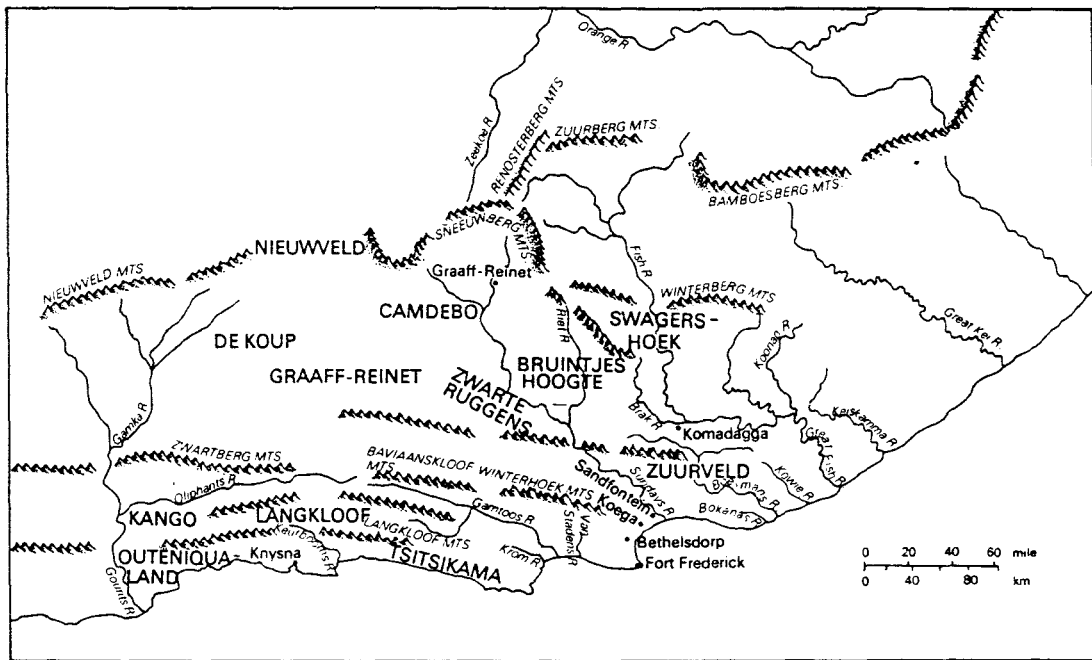
² *Uitenhage Past and Present. Souvenir of the Centenary 1804-1904.* Cape Colony W.S.J. Sellick. Introduction.

³ De Kiewiet, C.W. 1964. *A History of South Africa. Social and Economic.* London: Oxford University Press. p.91.

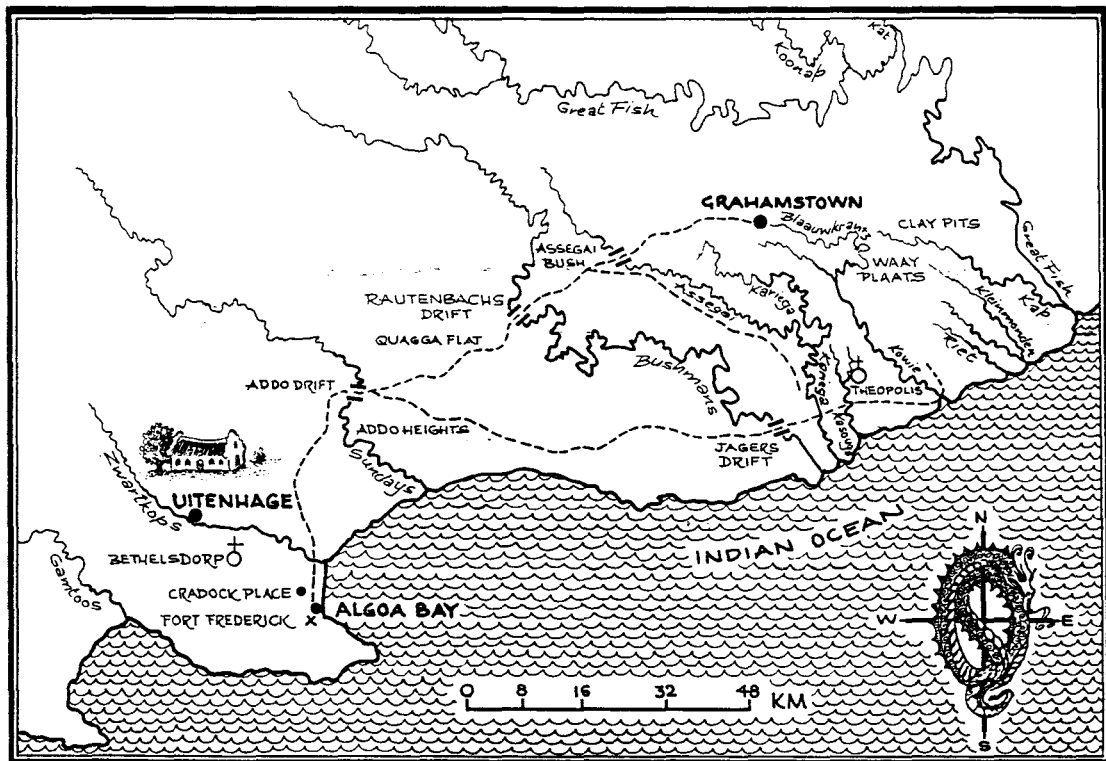
⁴ Keegan, op. cit., p. 15.

⁵ *Ibid.*, p.15.

⁶ See glossary.



Eastern Frontier in 1803
(H.Giliomee)



Eastern Cape circa 1820
(Sketch map: J.Venter)

During the next hundred years European habitation extended 800 kilometres into the interior as hunters, traders, raiders and cattle farmers pushed eastwards. Along the south eastern coast, the Xhosa settlements were extending westwards. By 1770 there was an area of inter-penetration and the so-called Eastern Frontier opened.⁷ Eight years later the Gamtoos River became the official eastern boundary of the Dutch settlement, which had been established at the Cape in 1652. In the next four decades the Xhosa and *trekboers*, helped intermittently by the Khoi, manouvred for supremacy on the border. Neither group succeeded until 1812 when a combined colonist- Khoi force under British military leadership finally drove the Xhosa over the Fish River.⁸

The *trekboer* had colonised the interior by acquiring loan farms from the VOC. These were generally 6000 acres in size and sustained a basic social unit comprising several nuclear families under the leadership of a senior male member. A couple of *bijwoners*⁹ of European origin, some Khoi servants and their families, and, in the case of the wealthy, a few slaves usually completed the group. During this period the Khoi had offered sporadic and ineffectual resistance to the rapid expansion. Although they were in theory a free people, they were not secured in their right to hold land and in fact were bound to the farms in the employ of the colonists. The *trekboer* economy depended to some extent on Khoi labour and skills and the trade relations they were able to forge with the indigenous communities.¹⁰

The Xhosa were cattle herders and hoe-farmers living in dispersed settlements

⁷ Giliomee, Hermann. 1979. The Eastern Frontier 1770-1812 *The Shaping of South African Society 1652 -1820*. p.291.

⁸ See map.

⁹ See glossary.

¹⁰ Legassick, Martin. 1980. The Frontier Tradition in South African Historiography, edited by Shula Marks & Anthony Atmore in *Economy and Society in Pre-Industrial South Africa*. pp.44-49.

which could usually supply most of the economic needs of the inhabitants. Chiefdoms tended to occupy specific river valleys, and, once these no longer satisfied the necessities of the group, the only means of expansion was to encroach on the territory of neighbours. A similar situation arose amongst the colonists, as capital was scarce and extensive use of the land was the norm. Conflict over cattle played a major role. To both groups they symbolised wealth, and raids were carried out to supplement or repossess stock.

THE EASTERN FRONTIER

When the *Amstersam* grounded, Hofmeijer and his crew found themselves within the boundaries of a recently acquired British colony that had once been part of the Dutch seaborne empire. Algoa Bay was close to the turbulent Eastern Frontier. Although there is nothing in Hofmeijer's journal describing the Cape Colony, the nature of the community whose officials and inhabitants assisted the *Amsterdam* crew was an important factor in their survival. The history and the problems of the area are discussed below.

As early as 1778 some of the roving European population had endeavoured to settle in the eastern sector of the country. There was a wide spectrum in the ways in which the population reacted to frontier conditions.¹¹ Many colonists adapted to the environment by forging new identities free from the social mores of metropolitan society. Nevertheless, stratification of society took place as it became difficult to realise independent stock farmer status when 'frontiers of colonial settlement were pressing against natural and human barriers.'¹² Loan farms in desirable locations fetched vast sums of money and cattle and sheep were hard to acquire. By 1810 there were as many as 800-900 colonists without farms roaming about in the Graaff-Reinet district. However, it was the settled family units in the area who aspired to the position of colonial elite.

¹¹ Keegan, op.cit., p.29.

¹² Ibid., p.31.

The commando became the most important symbol of the cultural and social unification of the frontier burghers.¹³ It operated largely independently, although the government was nominally in charge. The commandoes were used to intimidate Khoi groups and their cattle were looted to supply the colonists needs. Interestingly, however, the ordinary members of a commando were often loyal Khoi servants. Some acculturation did take place although the Khoi were usually subordinates in the organisation. The early frontiersman did not always view the black man solely as enemy or servant and 'it was not the frontier, seen as a social system distinct and isolated.... which produced a new, or even intensified an old, pattern of racial relationships,'¹⁴ but in fact its beginnings were rooted in the early development of the Colony.

A new social stratum - the Bastaards- emerged at this time. They were the offspring of more settled relationships in which European fathers remained heads of mixed-race households. The children grew up with Dutch names, some Dutch culture and a certain devotion to Christianity. The Bastaards were never fully accepted but retained some burgher rights, provided that they were baptised in the Dutch Reformed Church. However, as competition for resources increased after 1770, their status declined and they were compelled to move beyond the colonial borders. Economic opportunities on either side of the Orange River opened up, while those within the colony closed, resulting in a frontier that remained fluid there long after it had closed within the proclaimed colonial borders. The so-called opening and closing of frontiers can be defined as follows:- 'The frontier opened in a given zone when the first representatives of the intrusive society arrived and closed when a single political authority established hegemony over the zone.'¹⁵ For the next half century the frontier was to open and close at varying times for varying groups.

¹³ Ibid., p.30.

¹⁴ Legassick, op. cit., p. 67.

¹⁵ Lamar, H. & Thompson, L. (ed.) 1981. *The Frontier in History*. Yale University Press. p.21.

At the seat of government in the Western Cape little was known of frontier conditions, and Joachim van Plettenberg¹⁶ was sent on a costly and extensive expedition to assess the situation.¹⁷ His decision to make the Fish River the colonial boundary¹⁸ marked the inception of the 'eastern frontier' as it is normally understood. The Company was at no time willing or able to expend the resources to develop the administration necessary to bring the far flung European settlement under firm control. As a result expansion was haphazard and independent of direction. A freedom close to lawlessness developed on the frontier as there were no efficient agents to enforce the rules. In a reversal of the norms of economic history which indicated that man developed from a life of hunting to pastoral activities, the Company settler became a herdsman and a hunter.

By 1786 the Xhosa were pouring into the Zuurveld. It may be argued that it was the ever increasing population that required more land, but a more important factor was that a severe drought in that year had killed many cattle and most of the game.¹⁹ In addition, political disputes in Xhosa society induced many to migrate westwards, resulting in the weaker tribes moving from the vicinity of the stronger and bringing poverty and destitution with them.

The movement of settlers away from the Cape to the eastern frontier led to the formal sanction for the establishment of a drostdy, and on 19 July 1786 the boundaries of the new district were defined. The area covered was immense.

¹⁶ Van Plettenberg's maps based on expeditions between 1785 and 1794, drawn up by Secretary de Wet, and improved upon by C.J. van de Graaff, showed a number of *trekboers* settled in the area surrounding Algoa Bay (Zwart Kops Riviers Baay or da Lagoa Bay - Wentzel's map). Urquhart, Colin & Klages Norbert. 1996. *East to the Isles. The Story of the Bird Islands of Algoa Bay, South Africa*. Port Elizabeth: Bluecliff Publishing.

¹⁷ Cory, G.E. 1910. *The Rise of South Africa. Vol 1*. London: Longmans, Green & Co.

¹⁸ Mostert, Noël. 1992. *Frontiers. The Epic of South Africa's Creation and the Tragedy of the Xhosa People*. London: Jonathan Cape.

¹⁹ Woeke, Herman Otto. C 470 Governor and Council, 6 Nov. 1786. p.669.

Graaff-Reinet was selected as the headquarters and Hermann Otto Woeke,²⁰ the resident landdrost.

Conflict was soon to arise as no authority was recognised as legitimate by all the parties involved. Incessant frontier violence, the failure to keep servants under control, and the pressures of land exhaustion and scarcity, precipitated the crisis of the 1790s.²¹ Exasperated at what they regarded as the failure of the colonial authorities to protect them against the Xhosa and the refusal to allow them even to defend themselves, the burghers of Graaff-Reinet set up a Republican government and renounced their allegiance to the VOC in 1795 during the same week that the British arrived to occupy the Cape²² for the first time. Between 1795 and 1814 while the French Revolutionary Wars raged in Europe, the Cape changed hands three times. This transitional period only ended with the Dutch permanently ceding the Cape to Great Britain at the London Convention of 13 August 1814.²³

The British government, meanwhile, acted decisively to the threat of rebellion and its initial manifestation was soon crushed. However, as with the Dutch before them, the British did not have the means to embark on a policy which adequately controlled relations between the colonists and the Xhosa. One of the major characteristics of the fluctuating frontier zone was that it was disputed area, claimed intermittently by the various peoples settled there at one time or another.

When the Batavian administration (1803-06) assumed governance at the

²⁰ Giliomee, op.cit., p. 304.

²¹ Keegan, op.cit., p. 33.

²² Le Cordeur, Basil. 1986. *The Occupations of the Cape, 1795 -1854. An Illustrated History of South Africa*, edited by Trehwella Cameron and S.B.Spies. Johannesburg: Jonathan Ball Publishers.

²³ Ibid., p.76.



Ngqika (Gaika)

Cape, it resolved to maintain the colonial government's claims to the frontier zone.²⁴ In order to implement this policy, it founded the district of Uitenhage in the Zuurveld and appointed Ludwig Alberti as landdrost. However, the Batavians failed to dislodge the Zuurveld Xhosa, institute a definite border,²⁵ or improve the relationships between them and the colonists. In 1806 when the British again occupied the Cape, they endeavoured through General Cuyler, Alberti's successor as landdrost of Uitenhage, to persuade the Zuurveld Xhosa to withdraw beyond the Fish, with no real success.

By 1809 Ndlambe²⁶ had become the most powerful chief in the Zuurveld and in fact Cuyler believed him to be the head of all Xhosa within the colonial boundaries.²⁷ The Xhosa chief favoured equilibrium on the frontier which allowed the tribes to benefit from labour and trade with the colonists. Unfortunately he had no control over the minor tribes, and political order disintegrated with the resultant breakdown in relations between Xhosa and colonist.

Most of the factors that shaped relationships on the frontier manifested themselves during the life of Chungwa, chief of the Gqunukhwebe, between 1793 and 1812. He occupied the land between the Fish and the Sundays Rivers and was willing to purchase or rent the land from the Colony on the same basis as the Dutch boers.²⁸ Chungwa did his best to remain on good terms with the landdrost at Uitenhage, General Cuyler, but was not prepared to withdraw over the Fish since it meant forfeiting his autonomy and in his view,

²⁴ Freund, William, M. 1972. The Eastern Frontier of the Cape Colony during the Batavian Period (1803-1806), *Journal of African History*. 8: 631-45.

²⁵ Van Reenen, Dirk Gysbert. 1937. *Die Joernaal Van Dirk Gysbert van Reenen*. Cape Town.

²⁶ Regent for Ngqika of the Rharabe.

²⁷ Stockenström, A. 1964. *The Autobiography of the late Sir Andries Stockenström*. Cape Town. p. 50, 52, 58.

²⁸ Peires, J.B. 1981. *The House of Phalo. A History of the Xhosa People in their Days of Independence*. Johannesburg: Ravan Press.

his birthright. His motivation was common to all chiefs - that of preserving his sovereignty while maintaining his herds, and he felt this could be done more easily under the Colony than under Ngqika²⁹ of the Rharahabe. The latter had offered his allegiance to the Boers against other Xhosa during the First Frontier War (1779-1781). This was the first of such propositions amongst whites and blacks. Xhosa support was later sought by the Boers when they opposed colonial government, both Dutch and English.³⁰ It can be argued, therefore, that the force ultimately responsible for closing the frontier was not the Boers but the force of British imperialism that 'established the hegemony of colonial society and forced adherence to boundary lines from 1812.'³¹

Until the arrival of Lieutenant John Graham on the Frontier, under orders from Sir John Cradock, the Xhosa and colonists had been sparring partners each vying to get the upper hand but neither destroying the other. In the 1811-12 campaign, 900 burgher militia and 700 men of the Cape Regiment (Khoi) served under British command, together with 500 British troops. The Xhosa were driven over the Fish River, and twenty seven military posts were established.³²

At the time that the *Amsterdam* was wrecked, the British authorities were beginning to take stock of, and re-fashion the new British Colony. A few years earlier in 1813 Governor Cradock reformed the system of landownership by issuing a series of proclamations designed to encourage the voluntary conversion of existing 'loan' places into permanent quitrent tenure³³ and

²⁹ Ngika - often spelled Gaika in older documents (1778 -1829).

³⁰ Mostert, op. cit., p. 240.

³¹ Keegan, op.cit., p. 35.

³² Giliomee, op.cit., p. 315.

³³ Loan farms (6000 acres each) regulated the occupation of land and water resources in the hinterland. However, as they provided a low universal rent, little revenue went to the government. Perpetual quitrent made new land grants hereditary and the owners had the right to sell them.

eventual ownership. The economic changes that came to the Cape in an indiscriminate, irregular and piecemeal form at the beginning of the 19th century were not merely 'quantitative but also qualitative'.³⁴ April 1814 saw the arrival of Lord Charles Somerset as the new governor. He inherited the frontier problem. Cradock's policy of driving the Xhosa over the Fish River had led to serious overcrowding in adjacent areas of Xhosa territory. The military posts failed to keep black and white apart, and in the face of unrest and cattle raiding the burghers felt so insecure that they refused to remain in the area. The Boers resented the imperial militarisation of the frontier and were unwilling military conscripts.³⁵

Although there was considerable upheaval on the frontier during this period, the British government did not wish to increase its Cape military commitments when economy was of special importance not only to the British administration but also the taxpayer. 1817 had seen major reductions in the army on a world-wide scale and further cuts were planned.³⁶ The solution seemed to be to make the colonists responsible for their own defence, and if this was to be viable, required settlement on a large scale.

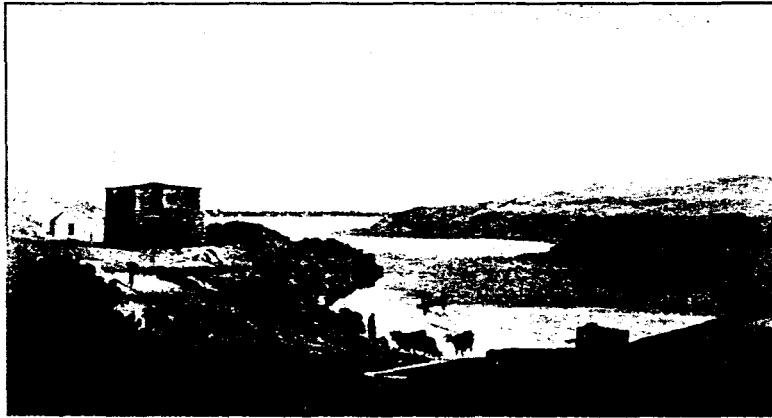
The shipwrecked sailors on the *Amsterdam* had landed in a part of Africa racked with dissension and on the brink of yet another Frontier War, the political implications of which they remained totally unaware. Fort Frederick, Bethelsdorp, Cradock Place and Uitenhage are discussed below in some depth as they formed part of the unsophisticated infrastructure in the eastern Cape in the early 19th century.

FORT FREDERICK

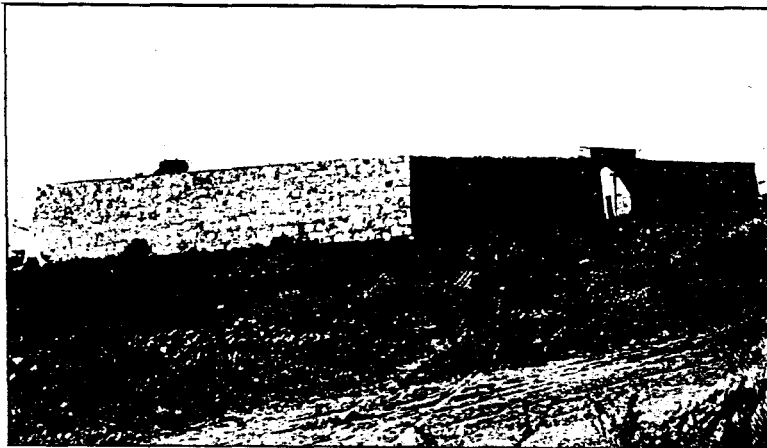
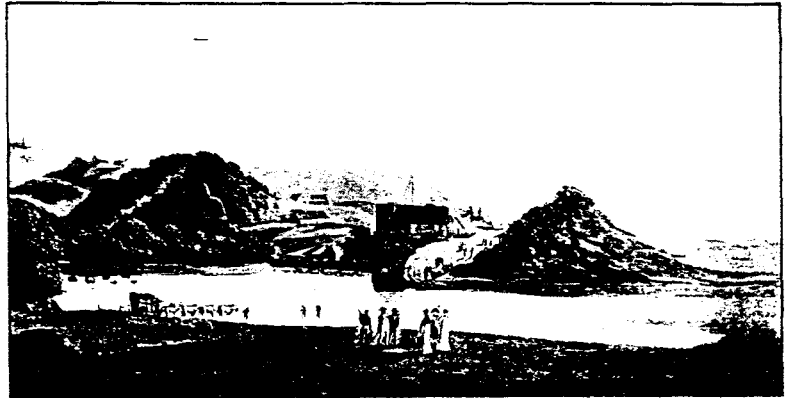
³⁴ Le Cordeur, op.cit., p.81.

³⁵ Keegan, op. cit., p. 36.

³⁶ Silva, Penelope. 1992. *The Albany Journals of Thomas Shone*. Cape Town: Maskew Miller Longman.



The Blockhouse



Fort Frederick (Cory Library)



Fort Frederick at Algoa Bay was initially erected because the British government feared insurrection amongst the Boers of the Graaff-Reinet District.³⁷ A Dutch brig had been sent from Batavia with arms and ammunition for the dissident farmers, but it had been intercepted at Delagoa Bay by the whaler *Hope*, which was acting as a privateer for Britain. In addition, a French ship-of-the-line was captured by the English and found to be carrying volunteers for the frontier. It was felt that it would be expedient to establish a permanent garrison to protect British interests in the area.

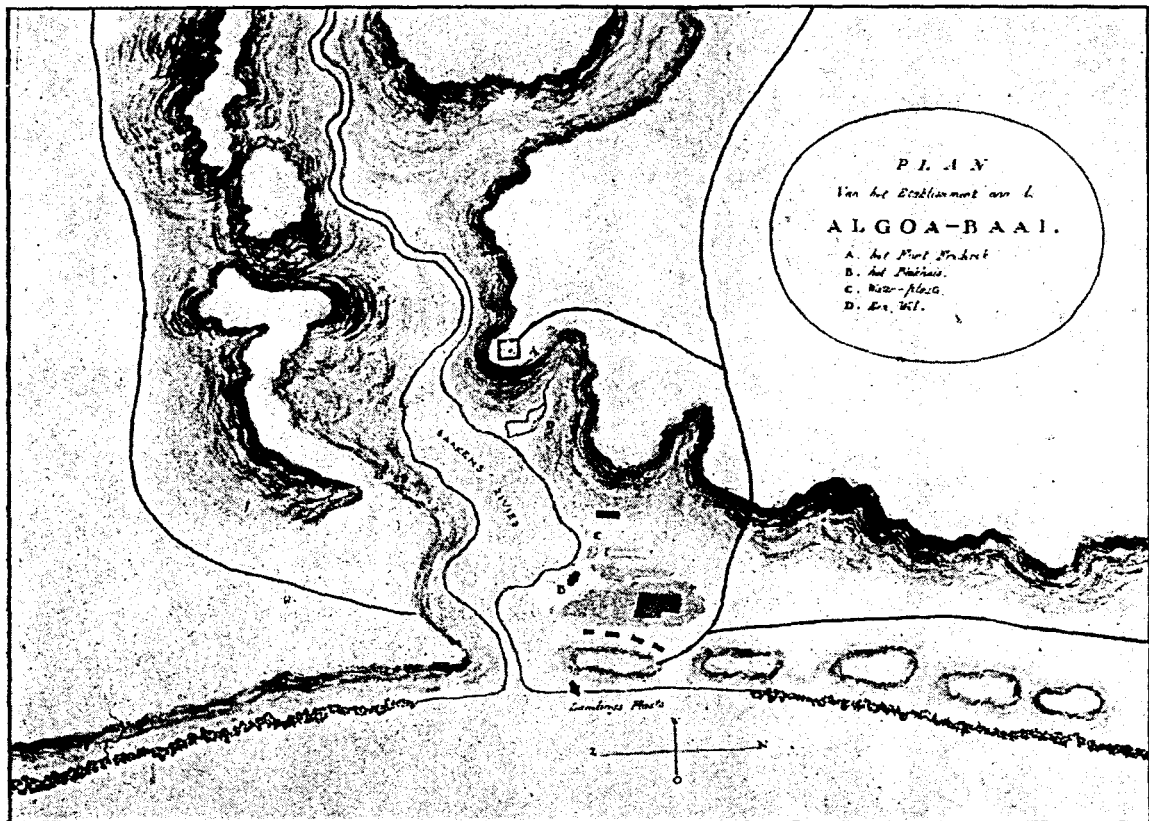
At the time of the Third Frontier War (1799-1802) a wooden blockhouse, the first British structure in the Eastern Cape,³⁸ was erected on the eastern side of the Baakens River at Algoa Bay in bush that was reputed to be inhabited by lions, buffalo and elephants. The foreshore consisted of shifting dunes, while the territory further back extending into the interior, was covered in thick bush. The area had been shunned by mariners and condemned by the Dutch as unfit for the establishment of a settlement. The traveller Sir John Barrow wrote that the area had:-

'forests fifteen miles to the westwards of the Bay and close to the seashore - yellow-wood, (30 or 40 feet of trunk, 10 feet in diameter, clear of branches), iron-wood, assegai wood, stink wood and several other timber trees - also small coppice wood and lichen... The miserable hovels in which the graziers live are the pictures of want and wretchedness. Four low mud walls with a couple of square holes to admit the light, and a door of wickerwork, a few crooked poles to support a thatch of rushes, slovenly spread over them, serves for the dwelling of many a peasant whose stock consists of several thousand sheep and as many heads of cattle.'³⁹

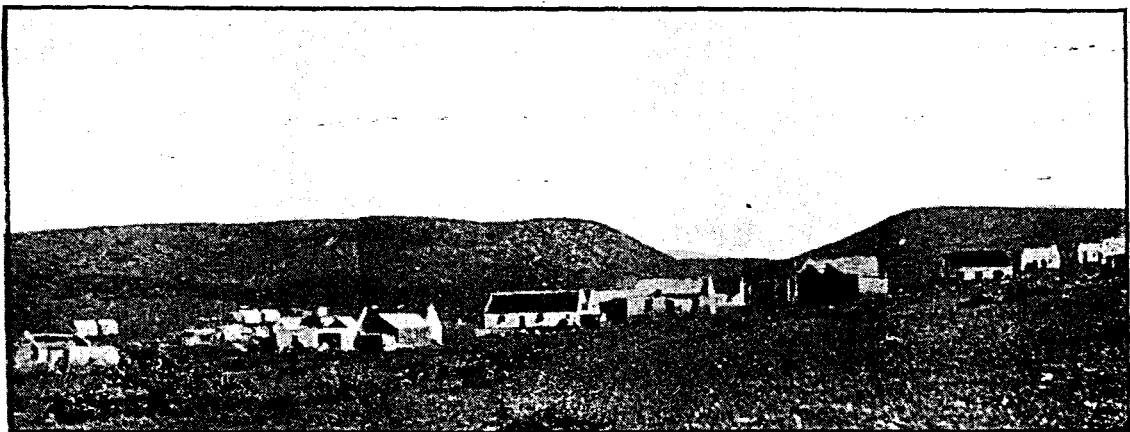
³⁷ Porter, A. 1974. Notes on Fort Frederick. Port Elizabeth.

³⁸ Le Cordeur, op.cit., p. 76.

³⁹ Barrow, John. 1806. *An Account of Travels into the Interior of Southern Africa in the Years 1797 and 1798*. 2nd ed. 2 vols. London: T.Cadell jnr. and W. Davies. p 133.



Algoa Bay in 1802(Alberti)



Bethelsdorp in 1904 (photo: C. Skead)

Although the area was suitable for cultivation of grains there was no incentive to plant crops as the troops at Fort Frederick did not create a large enough market, and Cape Town was too far away.

However, in 1799 the British government sent a force of British Dragoons and Khoi troops overland, under General Vandeleur, to suppress the Van Jaarsveld rebellion in Graaff-Reinet. They had marched to Algoa Bay where they joined a detachment of troops consisting of two companies of the 98th Regiment. One was under the command of Major Robert MacNab, whose men disembarked from the *Star* on 2 March 1799. The second company under Major Abercrombie arrived on board the *Hope*, on the 5 March.⁴⁰ They brought two eight pounder guns with them. Initially the soldiers had encamped at 'Papenuilsfontein', the loan farm of Thomas Ignatius Ferreira.⁴¹ Here the soldiers erected an earthwork defence known as Star Fort. Vandeleur subsequently proceeded to Graaff-Reinet to put down the rebellion. After succeeding in his task, he returned with a number of prisoners and left by ship for Cape Town.

Once the initial blockhouse, established approximately 80 metres from the sea and protected by high sandbanks was completed, work was begun on the 80 foot square redoubt which General Dundas named Fort Frederick in honour of the Duke of York, son of George III, and Commander-in-Chief of the British Army.⁴² Three considerations influenced the selection of the site for the fort on the promontory commanding the mouth of the Baakens River. One was that it would protect the best landing place in the area, another was that it offered some defence against the incursions of hostile warships, and the third was that it served to protect the water supply which was to be found in a well nearby.⁴³

⁴⁰ Porter, op.cit., p. 2.

⁴¹ Later renamed Cradock Place and owned by Frederick Korsten.

⁴² Le Cordeur, op.cit., p. 76.

⁴³ Cooper, Fred W. 1933. When Wrongly Libelled Bay was Shunned. *Eastern Province Annual*.

Protection of the fort from invasion from the interior seems to have been of lesser importance at this stage. The building was situated on the right bank of the Baakens about 230 feet above sea level on the hill abutting the edge of the perpendicular drop to the river and the nine foot high stone walls were originally surrounded by a stockade. The wide arched entrance with double gates was situated in the western wall. Dr Henry Lichtenstein, German tutor to Governor Janssens' son, wrote of the Algoa settlement in 1803:-⁴⁴

'On the last hill, which goes down to the shore stands Fort Frederick, built by the English in 1799. Eight guns 12 pounders, command the shore and protect the buildings lying near, and the barracks, guard-houses, etc. Westward of the hill on which the Fort stands, comes from a deep gully a little stream called Baakens River. At the ford of the river, which is concealed between the hills that rise on each side of it, is another Block House, which under the British Government was prepared in Cape Town and sent in parts by sea to the Bay. It serves at once as a prison and a guard-house. Between the block-houses lie extensive barracks for soldiers, a magazine for provisions, and another for military stores and field equipage, a smith's shop, a bakehouse, a carpenter's workshop and other small buildings; a strong powder magazine, which will contain about 2,000 lbs of powder, is within the fort itself. Some small houses have been run up in the neighbourhood for the officers, among which the house of the Commandant is the most distinguished.'⁴⁵

General Dundas appointed Major Lemayne⁴⁶ as commandant at Fort Frederick on 9 August 1799. He and a garrison of 300 men were left in charge 'being

⁴⁴ Lichtenstein, H. 1812-1815. *Travels in Southern Africa in the Years 1803, 1804, 1805 and 1806*. Translated by A. Plumptre. 2 vols. 1812-1815; Reprint ed., Cape Town: Van Riebeeck Society, 1928-1930.

⁴⁵ Lorimer, op.cit., p.14-15. It had four rooms.

⁴⁶ Also called Lemoine.

convinced of the necessity of the troops to overawe the turbulent inhabitants and to support the civil magistrate.⁴⁷ While work was proceeding on the fort, Algoa Bay's only naval engagement took place - on 20 September 1799. The French warship *La Preneuse* entered the Bay under false colours. As soon as her true identity became known two small British warships viz the sloop *Rattlesnake* and the storeship *Camel* immediately engaged her in battle, although greatly out-gunned by the frigate's superior armament. After some fairly lively fire, the French commander, unable in the dark to gauge the true strength of those ranged against him, slipped out of the Bay at about 3.30am. The *La Preneuse* was later sunk by the *Tremendous* and *Adamant* off Port Louis, Mauritius.⁴⁸

The redoubt was completed by January 1800 and its armament consisted of two eight pounders and a 5 ½ inch howitzer with two 3 pounders to defend the blockhouse.⁴⁹ A military hospital and barracks were erected at a later date.⁵⁰

Between the time that the British left the Cape Colony in September 1802 and the arrival of the Dutch troops in May 1803, the fort was used as a place of refuge in the face of a threatened Xhosa invasion by the local farmers and the inhabitants of the Bethelsdorp Mission under Dr Van der Kemp.

With the return to Batavian rule after the Treaty of Amiens a detachment of the Waldeck Regiment, under Major von Gilten, was despatched to the fort in May 1803. By July, however, the garrison was reduced to eighty men under Captain Ludwig Alberti.⁵¹ His occupation there was short-lived as he sailed for

⁴⁷ Letter from Dundas to the Governor, 4 March 1800. PRO CO 49/2 p.26.

⁴⁸ Lorimer op.cit., p.11.

⁴⁹ PRO Records.

⁵⁰ Porter, op.cit.

⁵¹ Alberti, Ludwig. 1810. *Alberti's Account of the Xhosa in 1807, 1810*. Translated by W.H. Fehr. Cape Town: Balkema 1968.

Table Bay aboard the *Paragon* on 10 March 1806 after Britain once more took occupation of the Cape.

General Cuyler then assumed command. In a report to the Governor, Sir David Baird, Cuyler mentioned that in addition to the fort, the blockhouse was in tolerable repair except that 'it had a canvas roof.' The house used as officers' quarters and the commandant's house as well as the former hospital, (also subsequently used as officers' quarters), were in a state of neglect as no maintenance had been carried out since the British left in 1802.⁵² Cuyler remained on as commandant until 1817 in addition to being Landdrost of Uitenhage. He participated in the suppression of the Slagter's Nek rebellion in November 1815 together with thirty burghers and forty Dragoons and acted as prosecutor in December of that year when the rebels were brought to trial. He was fortunate to escape death at the hands of a Khoi policeman the following year when he was stabbed in the chest with a knife. Cuyler resigned from office in 1828 and died at Cuyler Manor, Uitenhage on 14 April 1854.

Captain Francis Evatt followed Cuyler as commandant in 1817. It is interesting to note that even at this stage there was concern at protecting the shore below the fort. It is recorded that two of the guns were directed at the mouth of the river with a view to defending the landing place.⁵³ At the time Evatt was placed in charge of the fort there were only the few military buildings, some mud and straw huts and the original farmhouse belonging to a farmer called Hartman in the area. The total population was about 35 souls and it was into this tiny community that 217 survivors from the *Amsterdam* were thrust.

BETHELSDORP

At the time the sailors from the *Amsterdam* were wrecked in Algoa Bay there

⁵² Cooper, op. cit.

⁵³ PRO WO 55/888, 30 September, 1817.



Dr J.T. van der Kemp
London Missionary Society
Established mission at Bethelsdorp.
(Cape Archives)



Augusta de Mist, daughter of J.A. de Mist.
Accompanied him to Cape in 1802.
(Cape Archives)



Jacob Abraham Uitenhage de Mist
Commissioner-General of the
Batavian Republic. 1803.
(Cape Archives)



Governor Jan Willem Janssens
Military Governor of the Cape in 1803
(Cape Archives)

was no habitation in the area with the exception of Cradock Place, the few troops at the fort and the mission station at Bethelsdorp. The latter was situated approximately 20 kilometres from the Baakens River in the direction of Uitenhage. In 1803 Governor Janssens had approved General Dundas's plan to allot 6700 morgen for the establishment of the mission along the Little Zwartkops River between the farms of Thomas Ferreira and the Widow Scheepers.⁵⁴ The land was not really suitable and it was stated that 'no place could have been selected that was more unfavourable to the industry of a large number of labourers than the village of Bethelsdorp.'⁵⁵ The Khoi station was to be managed by the London Missionary Society with Dr Johannes Theodosius van der Kemp in charge. Initially he had planned to establish a mission amongst the Xhosa, as a gateway to other African peoples. The authorities were not in favour of this and when confronted with the Khoi rebellion of 1799-1803, they encouraged the establishment of an institution in the eastern Cape under government patronage, using it as a means to reconcile the Khoi to the authorities.⁵⁶ It was envisaged that most of the mission Khoi who had participated in the rebellion would serve as a workforce for the colonists and as a source of recruits for the Hottentot Corps.⁵⁷

The new arrivals at the mission immediately erected a church and reed houses and set themselves the task of ploughing and sowing seed in an effort to establish some form of agriculture. The poor soil, lack of water and late planting resulted in a disappointingly small harvest. Soon after Bethelsdorp had been established Commissioner-General de Mist, on a visit to the Eastern Frontier, met with van der Kemp at Fort Frederick. The latter was the leading

⁵⁴ Schauder, Colin D. 1970. *The Historic Village of Bethelsdorp*, Port Elizabeth Series No 2 edited by A.Porter. Port Elizabeth: The Historical Society of Port Elizabeth & Walmer.

⁵⁵ Government Commission of Enquiry for 1828.

⁵⁶ Keegan, op.cit., p. 83.

⁵⁷ Sales, Jane. 1975. *Mission Stations and the Coloured Communities of the Eastern Cape 1800-1852*. Cape Town.

figure among the early missionaries and being atypical he gave the early mission presence at the Cape its distinctive character.⁵⁸ He was a medical doctor who spoke many languages. On his arrival in the eastern Cape he took on the ways of the Khoi and it was not long before he distanced himself from the colonial social order.⁵⁹

De Mist visited Bethelsdorp in 1803 with Henry Lichtenstein who described conditions as follows:-

'On a wide plain, without a tree, almost without water fit to drink, are scattered forty or fifty little huts in the shape of hemispheres, but so low a man cannot stand upright in them. In the midst is a small clay-hut thatched with straw, which goes by the name of a church, and close by some smaller huts of the same materials for the missionaries. ... For a great way round, not a bush is to be seen, for what there might originally have been have long ago been used for firewood: the ground all about is perfectly naked and hard trodden down, nowhere the least trace of human industry wherever the eye is cast, nothing is presented but lean, ragged or naked figures, with indolent sleepy countenances....'⁶⁰

Lichtenstein also commented on the saltpan, Grootpan :-

'It is a long oval lake, which may be travelled around in about an hour. The water is perfectly clear, but so strongly impregnated with the common salt used for cookery, that a drop falling upon the clothes, as it dries away, leaves behind a very distinct crystallization. The colonists for a great way round supply themselves with their salt from this lake. It is the purest in the whole colony, and is sent occasionally by sea to Cape Town. The name of the saltpan is very appropriate, since the sun

⁵⁸ Keegan, op.cit., p. 85.

⁵⁹ Elbourne, Elizabeth. 1992. To Colonise the Mind: Evangelical Missionaries in Britain and the Eastern Cape, 1790-1837. D.Phil. Thesis. Oxford University, England.

⁶⁰ Lichtenstein, op.cit.

and wind do here what is done by art in flat copper pans over the fire.⁶¹

Lichtenstein's view of Bethelsdorp has been criticised by A.D Martin, who felt that he did not make the same meticulous study of Christian missions as he did of natural history specimens.⁶² The early history of the settlement was fraught with controversy and disappointment.

Under van der Kemp, Bethelsdorp served as a focal point for mission protest against government policies towards the Khoi and the Xhosa.⁶³ Men such as Cupido Kakkerlak, Hendrik Boezak, Jan Goeyman and Gerrit Sampson played important and controversial roles politically and economically. In decades to come they were to be instrumental in mobilising resistance to the colonial authorities.⁶⁴ There is no written record of any of the Bethelsdorp inhabitants coming into contact with the crew of the *Amsterdam* although they must have been aware of the wreck on the nearby shores.

It was van der Kemp's vision that the Khoikhoi should be 'perfectly free, upon an equal footing in every respect with the colonists'⁶⁵ but he was accused of inculcating a belief in the Khoi that they were an oppressed race. By 1805 van der Kemp and James Read were threatened with expulsion from the Cape by the Batavian Governor, General Janssens. A few years later in 1812, the so-called Black Circuit aroused the animosity of the white farmers who resented the role of the missionaries in seeking the protection of the law for Khoi servants.

⁶¹ Lichtenstein, op.cit.

⁶² Martin, A.D. 1931. *Doctor Vanderkemp*. London: Livingstone Press.

⁶³ Freund, op.cit., p.225.

⁶⁴ Trapido, Stanley. 1992. 'The Emergence of Liberalism and the Making of 'Hottentot Nationalism', 1815-1834', *Societies of Southern Africa in the Nineteenth and Twentieth Centuries*, vol.17, No 42 Collected Seminar Papers. London: Institute of Commonwealth Studies.

⁶⁵ Van der Kemp, Johannes, T. 1804. An Account of ...Caffraria. *Transactions of the London Missionary Society* 1: 490 -91, 494.

The census of 1 April 1813 recorded only 94 males amongst 608 other residents in Bethelsdorp.⁶⁶ Schauder maintains that in 1812 Bethelsdorp had a population of 1150 persons living in 140 houses, 2206 cattle, 1227 sheep and goats, 17 horses and large numbers of pigs and poultry. Twenty inhabitants owned wagons and acted as transporters in the district.⁶⁷ Those Khoi who sought to occupy intermediate roles in the economy by hunting, driving wagons or bartering soap, timber and salt⁶⁸ often found obstacles in their path as the colonists considered these 'burgher trades.'⁶⁹ Landdrost Cuyler refused during this period to issue the Khoi with passes for hunting and cutting timber⁷⁰ and he clashed repeatedly with the missionaries over access to Khoi labour and military service.⁷¹ Bethelsdorp provided the colony with recruits for the Hottentot Corps (Cape Regiment) and labour for the construction of roads and buildings at the drostdy. Relations between General Cuyler and van der Kemp soured in 1811 when Cuyler refused to allow the Bethelsdorp missionaries to minister to the garrisons at Algoa Bay and Uitenhage. Van der Kemp's main aim was to induce the government to commit itself to equal justice for all classes.⁷² The mission was never really successful but the scheme to disband it in 1818 came to nothing. The gradual decline in Bethelsdorp became noticeable in the 1850s,⁷³ but today it remains viable as a suburb of Port Elizabeth.

⁶⁶ Campbell, John 1812. *Travels in South Africa undertaken at the request of the London Missionary Society*. London pp.84, 90-93.

⁶⁷ Schauder, op.cit., p. 9.

⁶⁸ The Salt Pan situated in the north east corner of the Bethelsdorp area provided an unlimited supply of salt. Salt formed when fresh water evaporated leaving crystals behind.

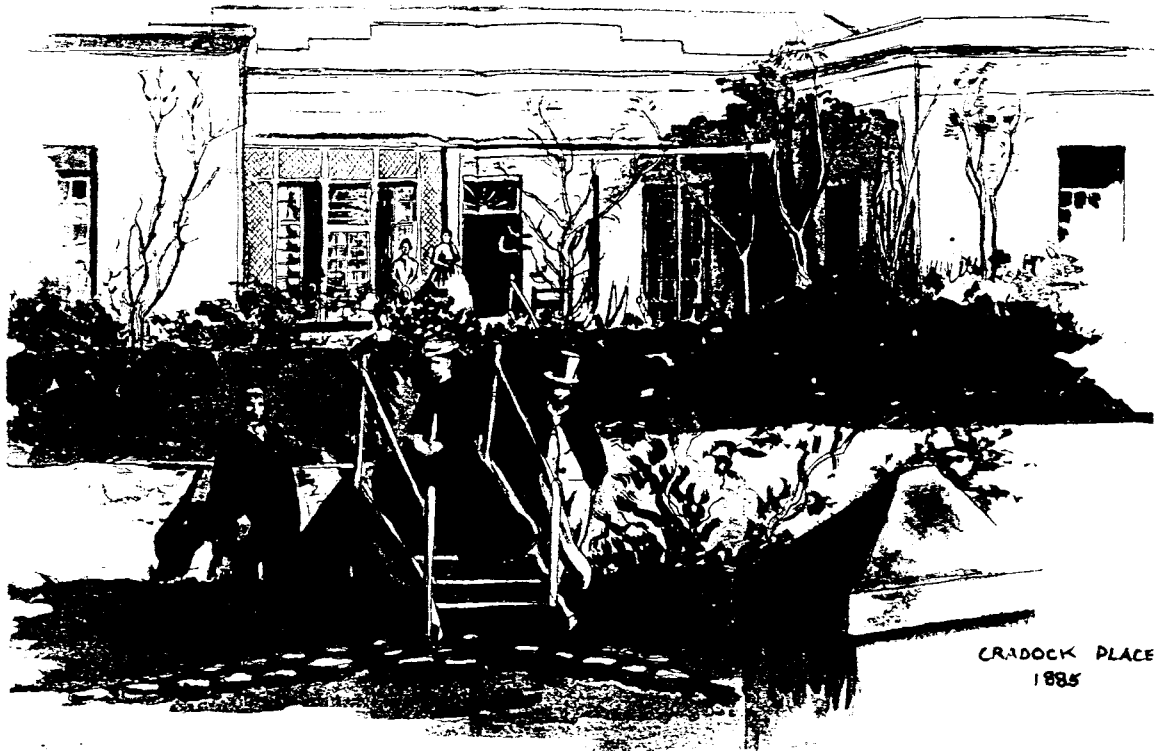
⁶⁹ CO 2582, Memorandum by Read, n.d.

⁷⁰ CO 2582, Graham - Bird, 1 Sept. 1812.

⁷¹ Keegan, op.cit., p.86.

⁷² Giliomee, op.cit., p. 320-2.

⁷³ The van der Kemp Memorial Church (1920) is the third building on the same site. The stained glass windows come from St Mary's Church, Port Elizabeth, and the pulpit chair brought by Van der Kemp as well as his original bible, printed in Holland in 1664, are still used.



Cradock Place
Sketch: E.K.Lorimer



Frederick Korsten
Sketch: E.K.Lorimer

CRADOCK PLACE

In 1776 Thomas Ignatius Ferreira acquired the loan farm Papenkuilsfontein,⁷⁴ (later to become Cradock Place) situated a few miles east of Algoa Bay on the Papenkuils River and on the wagon route to Uitenhage. On 4 December 1782 the 'footsore, famishing, way-worn and weary'⁷⁵ six survivors of the wreck of the *Grosvenor* arrived at the hut of Christian Ferreira,⁷⁶ where they found food and rest.⁷⁷ Their ship had been wrecked on the Pondoland coast in August 1782 and they had walked some 300 miles seeking civilisation.⁷⁸ A relief expedition was sent in search of the others that were missing. Only 12 more sailors were found. All the passengers, men, women and children, perished.

The Ferreira family occupied Papenkuilsfontein until about 1806 after which it seems to have been abandoned until the 1 January 1812 when Frederick Korsten purchased the 'opstal' of the loan place and renamed it Cradock's Town -soon changed to Cradock Place.

Although the crew and passengers from the wreck of the *Amsterdam* in 1817, landed on a desolate shore many miles from Table Bay, they found that Cradock Place offered a centre of enterprise and culture⁷⁹ in otherwise bleak

⁷⁴ The name translates to the spring of bulrushes (which are still to be found along the upper course of the Papenkuils River).

⁷⁵ Chase, John Centlivres, MLC. 1868. *Old Times and Odd Corners. The Founder of the Eastern Province Commerce and his Frontier Home*. Port Elizabeth. Reprint Port Elizabeth Series No 1, edited A. Porter, Historical Society of Port Elizabeth. 1969, 1975.

⁷⁶ The owner of the hut is recorded as Christian Feroos -this being a popular variant of Ferreira. However, there is no Christian in the family genealogy. It is possible that the error may have arisen as this was the first Christian settlement reached.

⁷⁷ A stone engraved by the survivors of the *Grosvenor* was found at Papenkuilsfontein, (later Cradock Place), and can be seen at the Port Elizabeth Museum.

⁷⁸ Scott, J.B. 1977. Cradock Place. *Looking Back. Journal of the Historical Society of Port Elizabeth*. 17 4:98-101.

⁷⁹ Cradock Place was bought in 1908 by the Cape Government. On 13 March, 1909, the homestead burnt down under suspicious circumstances. Valuable Dutch Delft tiles that had decorated the house were rescued and went missing only relatively recently. Cecil John Rhodes

surroundings. It must have been a relief to those shipwrecked, including Hofmeijer, to find that they had come ashore where there was a modicum of civilisation.

Korsten, who acquired Cradock Place in 1812, was born on 17 August 1773 at Zirkzee, the capital of the Isle of Schouwen in Zeeland, Holland and educated at Breda. Most sons of respectable Dutch families were destined for a commercial life and Korsten was soon placed in a counting house in that city. He hoped to spread his wings and enter into the foreign service. In October 1795 at the height of the Napoleonic Wars, his wish was granted and he received a commission as cadet on board the frigate, *Castor*.

After he had served for a relatively short period, the *Castor* was captured by the British in Saldanha Bay, and Korsten became a prisoner of war. He could not have been held for long as there is a record of him being employed as a temporary clerk in the Court of Justice in Cape Town a short while later. He was fluent in English and was soon appointed second sworn clerk by the Governor, Lord Macartney. On 25 January 1799 he married Johanna Cornelia, the eldest daughter of Jan Hoets, a wealthy merchant of Cape Town. They had one daughter, Maria.

When the war ended with the Treaty of Amiens in 1802, he took his opportunity and travelled to North America and England. On his return he became a member of the Burgher Senate. He served as Secretary and Town Treasurer until 1805, when he opted to retire.⁸⁰ It was not long before his adventurous spirit took him to the Eastern Cape where he undertook a contract to supply provisions for Mauritius and the surrounding districts. He arrived in Algoa Bay in 1810.

made a special journey to the house to see the tiles in 1900. (Letter from R.E. Stevenson, 1966).

⁸⁰ Chase, op.cit., p. 3.

Cradock Place⁸¹ ideally suited his purposes and he soon erected a large number of buildings at great expense. This first trading establishment in the eastern province continued under his personal management until 1820. Chase states that it was usual to find upward of twenty wagons visiting Cradock Place daily⁸² with farmers bringing their produce to exchange for foreign goods and wares from Cape Town. Korsten instituted a salting industry with up to forty oxen daily being salted by expert European practitioners. He supplied all the military officers and messes on the frontier. In addition, civil servants from George, Uitenhage and Graaff-Reinet, bought their essentials from him. The 'big store' at Cradock Place enjoyed a complete monopoly because no one else was in a position to compete. To sustain the salting industry more grazing land, over and above the 6000 acres already available on the estate at Cradock Place, was needed. As has been mentioned previously, the soil was not particularly fertile so Korsten purchased property at the Gomery, the portion of land on which Cape Recife Lighthouse now stands, the farm 'Bushy Park', near Seaview and the area that is now Hankey, on the Gamtoos River.

He also set up a tannery, a cooperage to make barrels to hold the salted beef and a windmill to grind flour on the property. A whale fishery was started very successfully at 'The Fishery',⁸³ Algoa Bay.⁸⁴ The remains of the cement oil tanks built for the purpose of containing whale and seal oil, at a cost of £24000 by a Mr Diesel, can still be seen at Cradock Place. Korsten was not the first person to cull seals in southern Africa for commercial gain but he was the first to do so on a grand scale.⁸⁵ Seals provided a cheap form of meat for the

⁸¹ Named after Sir John Cradock in 1812. Porter maintains the date was December, 1813.

⁸² Cradock Place had become the centre of commercial activity in the eastern Cape and as such drew farmers and entrepreneurs to the area wishing to carry out business transactions.

⁸³ Today known as Shark Rock, Humewood.

⁸⁴ Besides the whale fishery which captured 20 whales in one year, Korsten had the lease of the Santa Croix and Bird islands, which produced 14,000 seal skins in one season.

⁸⁵ Urquhart, Colin & Klages, Norbert. 1996. *East to the Isles. The Story of the Bird Islands of Algoa Bay, South Africa*. Port Elizabeth: Bluecliff Publishing. p. 19.

slaves of the early settlers in the Cape, and the oil rendered from the blubber was used for fuel and lighting. Initially the VOC had shipped pelts and oil from seal hunts at Robben and Dassen island to Batavia and India, but this did not prove to be profitable. Nevertheless everyone saw the potential in the industry, and in 1797, two years after their occupation of the Cape, the British issued a notice prohibiting any foreign vessel from 'killing whales or seals on the coast of the Colony between Cape Negro and Delagoa Bay.'⁸⁶ All whales and seals within this area have to be of British taking.'⁸⁷ It was in this climate that Korsten tried to acquire his share of the profits. Those who held the sealing lease after Korse's expired found that the stocks had been depleted.

The homestead that Korsten erected was a beautiful, luxurious building which became the centre of commercial and social life in the area. Cradock Place was the one gentle note and bright spot in the monotony of existence in drab and cheerless Fort Frederick.⁸⁸ Maria, Korsten's only daughter, was undoubtedly a great attraction to the young officers, far from their native country. Dances and picnics must have brightened their lives. The mansion is described as having finely furnished apartments with a reception room the longest of any house in South Africa. A description written at the time of the devastating and destructive fire in 1909 was as follows:-

'The old Manor House, with its richly coloured red-tiled roof nestled amongst a veritable bower of trees, and for some distance around the hills are thickly wooded. The air is laden with the scent of flowering honeysuckle, roses and countless wild blossoms. The walls of the Manor House are of enormous thickness, in many parts measuring three feet, while the wooden shutters of the deep silled windows open in sections in the quaintest fashion. It is a hide and seek house full of

⁸⁶ See map.

⁸⁷ Urquhart & Klages op.cit., p.19.

⁸⁸ Eastern Province Annual 1936 p. 53-56.

surprises, rooms and cupboards opening out in the most unexpected manner. All the rooms are very large and have heavy beamed ceilings of native wood, unusually lofty. Glass doors open out on to the spacious red-bricked *stoeps*, so wide that whatever the weather, there is always a sheltered corner.⁸⁹

Thomas Baines painted the house in the 1850's and in his journal describes it as follows:-

'Orchards, despite the drought were flourishing, the golden orange gleamed from among the dark foliage, the tall bamboo waved its feathery top, and the avenues of splendid date palms, from imported seed, imparted a eastern character to the lower walks, nor was the interior of the dwelling more destitute of attraction. The choicest engravings decorated the walls...'⁹⁰

In February 1817 Lord Charles Somerset sojourned at the homestead on his way to confer with Ngqika and other Xhosa chiefs in the area. He was accompanied by the famous Dr James Barry and Tom Sheridan, son of playwright, Richard Brinsley Sheridan.

In December of the same year Mrs Marols and her two children, who had been wrecked on the *Amsterdam*, were given shelter, much to Mrs Marol's relief as she had at first been housed at Hartman's farm where there was not even a slice of bread for her offspring. It is said that Korsten gave employment to some of the shipwrecked sailors until they were able to be repatriated. During 1817 Korsten laid out a course for horse racing to provide the officers quartered at Fort Frederick with some entertainment.

⁸⁹ Eastern Province Herald, 15 March 1909.

⁹⁰ Beachy-Head, P. 1969. Foreword to *Old Times and Odd Corners*. Port Elizabeth: Historical Society of Port Elizabeth.

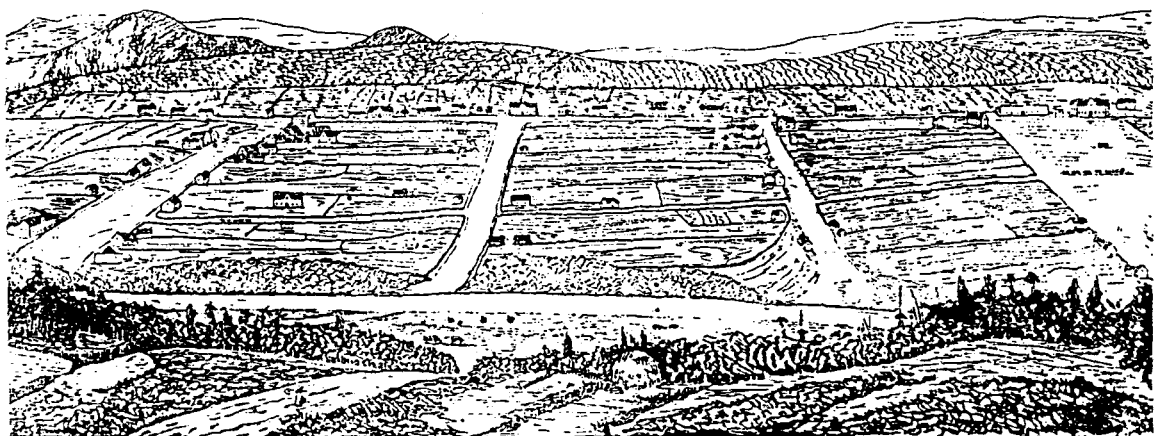
Two years later he offered hospitality to the French naturalist, Lalande, and his assistant, Jules Verreaux, who left specimens of some rare stuffed birds behind. These took pride of place at the mansion for several years and, indeed, were reported to be in excellent condition over a century later. After the Battle of Grahamstown in 1819 the defeated Xhosa prophet Makana (nicknamed Links because he was left-handed) was held for some time at Cradock Place, until he was taken by ship to Cape Town to be imprisoned on Robben Island.

Other governors to visit the homestead besides Cradock and Somerset were Sir Henry Cole, Sir Benjamin D'Urban and Sir Henry Young. Lord Auckland, who was returning to Britain after serving his term of office as Governor-General in India, also spent time at the mansion. In 1847 an anonymous author wrote the following:-

'...there were many plants, native and exotic, highly interesting to an amateur. The exotics were natives of both tropical and temperate climes - arboreal, shrubby and herbaceous. In one section was a small grove of fir, in another a plantation of bananas; the blue gum of Australia grew beside the China hibiscus, and the Madagascar vinca beside the pink of England; while zanias, aloes and other indigenous species were interspersed among them.... Besides extensive and well built offices, there is a flour mill attached and several huts and houses for the accommodation of the work people. ...'⁹¹

Although Korsten owned a small fleet of private ships none was large enough to convey the the crew and passengers of the *Amsterdam* from Algoa Bay to Table Bay. It can be see, however, that Cradock Place, Fort Frederick and Uitenhage provided the sailors with some form of culture during their enforced few months stay in the area.

⁹¹ Chambers Miscellany. 1847. No 173.

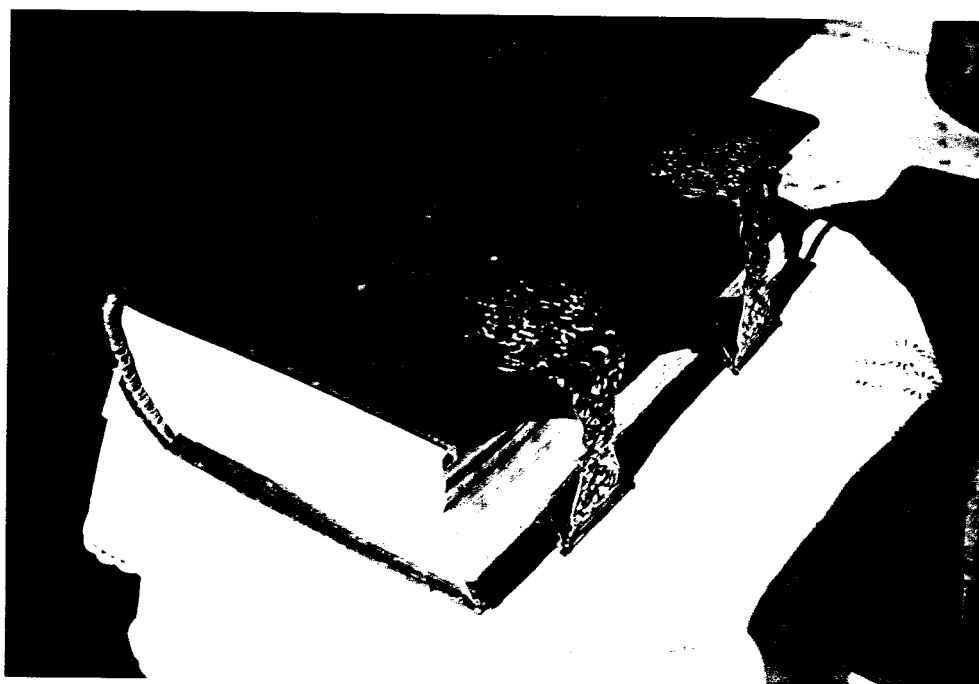


Uitenhage 1819
Sketch map: W. Sellick

UITENHAGE

Uitenhage, some ten kilometres east of Cradock Place, was founded in 1790 by *trekboers* seeking new pastures. In 1803 Commissioner-General J.A. De Mist, on a tour of the Colony, reached the Zwartkops River where he encountered the pioneer settlers. He was so impressed with the natural advantages of the area that he resolved to establish a town on the site which would be the centre of its own district. In November 1804 a drostdy was erected on the farm of the widow of Gert Scheepers and the town of Uitenhage officially founded. Once the village was established, farmers from the district, built town houses and a few small shops sprang up to service the internal trade. Garden plots not exceeding one morgen in extent were given free on application on condition that a substantial building be erected on the site within six months. This proved to be a most satisfactory system, and was retained by the British government when they returned to power in 1806. It is interesting to note that in this year a regiment of Dragoons was stationed at Uitenhage and billeted with farmers, who received high rates for extending their hospitality to them. It can be presumed that when the *Amsterdam* survivors reached the town those that were not stationed at the drostdy or Fort Frederick were probably accommodated in the same way. It was fortunate for them that they did not encounter the smallpox epidemic which raged in the town and district from 1807 to 1812.

Social life was somewhat uneventful in Uitenhage until 1815 when the first Turf Club was formed. The village was small, scattered and isolated and all and sundry arrived for the races to relieve the monotony of their existence. An interesting analysis of costs of the time can be gathered from charges made by the caterer at the Turf Club dinner:- wine was 1/6 a bottle, brandy 4/6, while a chicken cost 10 pence. The price of 100 pounds of meat was 18 shillings (less than 1¼d per lb). Hofmeijer would not have needed to realise a large amount of money from the sale of the *Amsterdam* wreck and its effects in order to pay for provisions for his men.



Bible presented to residents of Uitenhage(photo: J.Bennie)



A congregation is often founded before a church is built, and in Uitenhage this was the case. The Dutch Reformed Church held its first meeting on 11 December 1817 and the Reverend Cornelius Mol was appointed minister. General Cuyler submitted a plan for the proposed new church to the Kerkraad on 12 February 1818 but the building was not completed until 1843 - a quarter of a century later.

There were few people in Uitenhage who did not immediately hear of the plight of those on board the Dutch man o' war *Amsterdam* on 16 December 1817. The hospitable residents were reported to have come to their rescue with whole-hearted generosity, and the wrecked seamen were made as comfortable as circumstances would allow. The Dutch Reformed Church played a major role in organising some relief for the men. The Kerkraad opened subscription lists, and the residents responded in the most liberal way and displayed practical sympathy and interest by offering accommodation, clothing and food.

The former Commissary-General, J.A. de Mist, never lost touch with the residents of Uitenhage, and although living in Holland, he came to hear of the kind treatment that had been accorded the seamen by the inhabitants of the town. He resolved to send them a tangible mark of his appreciation eighteen months after the event. In a letter he thanked the Church and public generally for the help they had rendered and as a token of his gratitude he presented the Church with a bible for use in the pulpit and for the use of the Landdrost, Heemraden and Kerkraad. The volume was a ponderous one weighing 25 lbs.; the binding was of leather covered oak, mounted with massive silver clasps.⁹² The title page bears an inscription in de Mist's own handwriting:⁹³

Ter bevordering van zuivere Gods vereering en vermeerdering van Evangelische deugde, wordt deeze Bybel (en nog zeven andere, in quarto Formaat) ten gebruike van

⁹² In the collection of the Uitenhage Museums.

⁹³ *Uitenhage Past and Present*. op.cit., p.19

Tot bevordering van zuivere Gods vereering en vermeerdering
van Evangelische deugden, wordt deeze Bybel (en nog zeven
andere, in quarto Formaat) ten gebruike van den Leeraar, Kerken-
raad, Voorlezer, enz in de Hervormde Gemeente van de Kerk
te Uitenhage, in de Land Drosty van dien naam, aan den Zuid-
Oostelijken Uithoek van Afrika gelegen, aan het Kerkenbestuur
aldaar ten geschenke aangeboden

den Haag in Holland
4 Junij 1819

door den Stichter der Landdrostee (in den
jaare 1804), toen Commissaris Generaal van
het Bataafsche Gouvernement over de
Kaapse Volkplanting

J. A. Uitenhage de Mist
Aged 71.

[LITERAL TRANSLATION.]—For the promotion of the pure worship of God and the increase of
Evangelical Virtues, this Bible (with seven others in quarto size), for the use of the Minister, Kerkeraad, and
Precentor of the Reformed Congregation of the Church at Uitenhage, in the Magistracy of that name,
situate in the South-Eastern part of Africa, is offered as a gift to the consistory there

By the founder of the Magistracy (in the year 1804), then Commissary-General
of the Batavian Government, at the Cape Colony.

The Hague in Holland,
4th June, 1819.

J. A. UITENHAGE DE MIST,
Aged 71.

Inscription in Bible (W. Sellick)

den Leeraar, Kerkraad, Voorlezer enz in de Hervormde gemeente van de Kerk te Uitenhage, in de land Drostdy van deen naam, aan het Kerkenbestuur aldaar ten geskenke aangeboden

Deur de Stichter dier Landdrostere (in den Jare 1804), toen Commisaris Generaal van Het Bazaafsch Gouvernement oven den Kaapsche Volkplanting

den Haag in Holland

4 Jung 1819

J.A.Uitenhage de Mist,

statis 71.

The literal translation is:-

For the promotion of the pure worship of God and the increase of Evangelical Virtues, this Bible (with seven others in quarto size), for the use of the Minister, Kerkraad, and Precentor of the Reformed Congregation of the Church at Uitenhage, in the Magistracy of that name, situate in the South -Eastern part of Africa, is offered as a gift to the consistory there.

By the founder of the Magistracy (in the year 1804), then the Commissary-General Of the Batavian Government, at the Cape Colony.

J.A.Uitenhage de Mist

Aged 71.

The Hague in Holland

4 June, 1819.

The period that the *Amsterdam* sailors were cast ashore in Algoa Bay was one which has been referred to as an era of 'crisis' for the colony.⁹⁴ This situation arose because there was a shortage of labour and land. However, when the Cape was incorporated into the British imperial system there were some economic benefits. Exports rose from 180,000 rixdollars in 1807 to 1,320,000 rixdollars in 1815.

The shortage of labour was aggravated by the fact that by 1808 the slave trade to the Cape was abolished. Between 1770 and 1779 land had been easily available but after 1780 this expansion was halted in the northeast by the San

⁹⁴ Giliomee, H. & Elphick, Richard. 1979. The Structure of European Domination at the Cape. 1652-1820. *The Shaping of South African Society 1652-1820*, ed Richard Elphick & Hermann Giliomee. Cape Town: Longmans.

hunters and in the southeast by the Xhosa. By 1800 no suitable land for new farms was available within the boundaries of the colony⁹⁵ and as a result open tracts between the farms were sought and the Khoi forced out of these areas.

The 1812 expulsion of the Xhosa across the Fish caused an increase in cattle-raiding rather than eliminating it. Lord Charles Somerset, after conferring with General Cuyler whom he considered an expert on frontier matters, offered Ngqika active military aid in enforcing his will on subordinate tribes, in return for his assistance in suppressing cattle raids. The 'you protect me, I'll protect you'⁹⁶ offer was made at the Kat River in 1817. Ngqika was placed in the invidious position of being forced to rebuke his Xhosa allies in order to satisfy the Colony. His solution to his problem was to blame continuing inadequacies on Ndlambe,⁹⁷ who in turn did his best to make a separate peace with the Colony, sending emissaries three times, returning cattle, firearms and even a British deserter.⁹⁸ These efforts were ignored as Somerset and Cuyler adhered to their preconceived notions of 'good Ngqika and bad Ndlambe.'⁹⁹ The amaNdlambe complained:-

'We lived in peace. Some bad people stole, perhaps; but the nation was quiet - the chiefs were quiet. Gaika stole- his chiefs stole- his people stole. You sent him copper; you sent him beads; you sent him horses - on which he rode to steal more. To *us* you send only commandoes.'¹⁰⁰

⁹⁵ Van der Merwe, P.J. 1945. *Trek*. Cape Town. p.86.

⁹⁶ Peires, op.cit., p.61.

⁹⁷ CO 2613 G Fraser-C.Bird, 31 July 1818.

⁹⁸ Stockenstrom, A. 1887. 1:158; Letters from Capt. Gethin-G Fraser, 31 October, 1817, 3 Nov. 1817, 13 Nov. 1817. CO 2608. For the Colonial response, see C Bird - J Cuyler, 4 Dec. 1817, CO 4839.

⁹⁹ Peires, op.cit., p.61.

¹⁰⁰ Speech from Nxele's (Makana, Ndlambe's war-doctor) councillors, according to notes taken by Stockenstrom and reproduced in T. Pringle 1835, p. 284.

The era shortly after the crew from the *Amsterdam* left southern African shores saw the Battle of Amalinde taking place in October 1818 between the forces of Ndlambe and Ngqika. The latter were overwhelmed and Ndlambe sent an urgent message to the Colony maintaining that they wished to remain at peace with the Colony but that they refused to submit to Ngqika whom they had conquered.¹⁰¹ The appeal was disregarded as the colonial authorities believed the war had taken place because Ngqika had tried to suppress the cattle raids. The Fifth Frontier War erupted in December 1818 when Ndlambe was attacked by the British who supported Ngqika. The Xhosa retaliated by striking at Grahamstown in broad daylight on 22 April 1819. However, they were overcome by the superior arms and ammunition of the enemy. The war ended in defeat in October, enabling Ngqika to wield power over Ndlambe at a cost to himself that could not have been anticipated.¹⁰²

Somerset seized the opportunity to declare that the area between the Fish and the Keiskama rivers was to be kept free of blacks and whites alike and this was to be enforced by military posts and patrols.¹⁰³ This policy was to fail as penetration from both sides continued. The whites were granted farms in the area, traders plied their wares and the Xhosa suffering from severe overcrowding after 1812 flowed over the border. In addition the arrival of the British Settlers to act as a buffer did not solve the frontier situation. The Zuurveld soil was unsuitable for the intensive farming envisaged, and most moved into villages. Some became traders acting as a barrier between black and white and were the chief means of opening up the frontier to a two-way traffic in ideas and goods.

The eastern frontier, thus, during the period when the *Amsterdam* was

¹⁰¹ Pringle, Thomas. 1835. *Narrative of a Residence in South Africa*. Reprint, 1966. Cape Town: Struik.

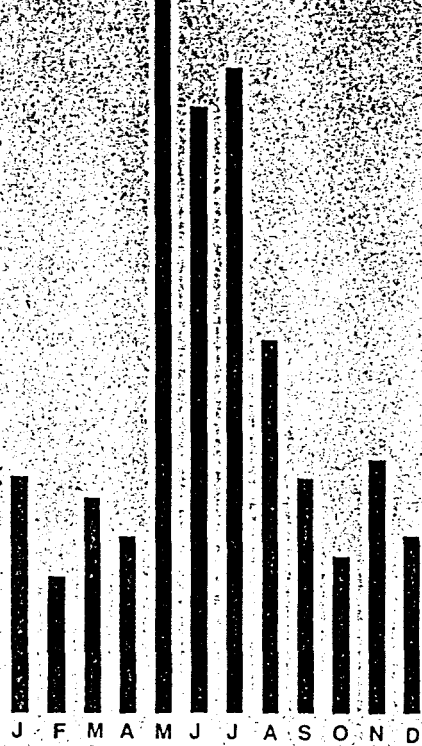
¹⁰² Peires, op.cit., p. 63.

¹⁰³ Le Cordeur, op.cit., p. 85.

wrecked, was decidedly unsettled. Hofmeijer makes no mention of any encounters with either Xhosa or Khoi in his journal and indeed seemed to have been totally unaware of the tensions in the area. His main preoccupation was with finding a suitable passage home for his passengers and crew. As can be seen from earlier descriptions of Fort Frederick, Bethelsdorp, Cradock Place and Uitenhage, the area was not totally unpopulated nor without a reasonable support system. The plain adjoining the scene of 'their deliverance from a watery grave'¹⁰⁴ came to be known as the Amsterdam Flats.

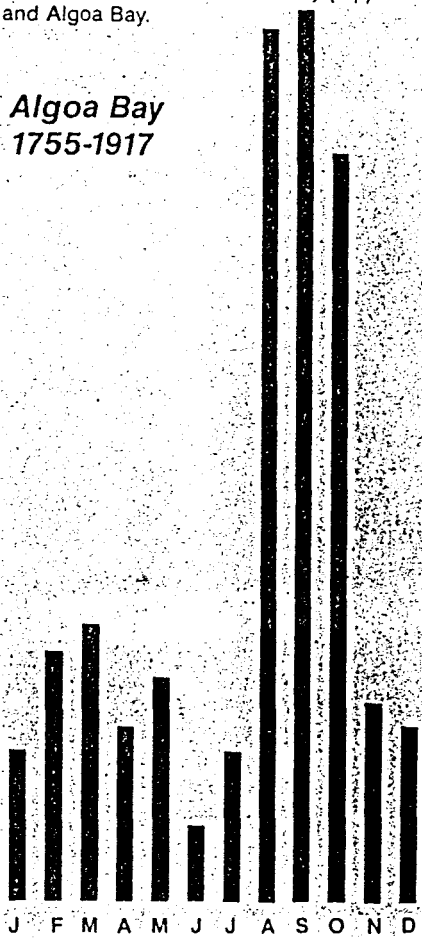
¹⁰⁴ *Uitenhage Past and Present*. op.cit., p. 19.

Table Bay 1619-1923



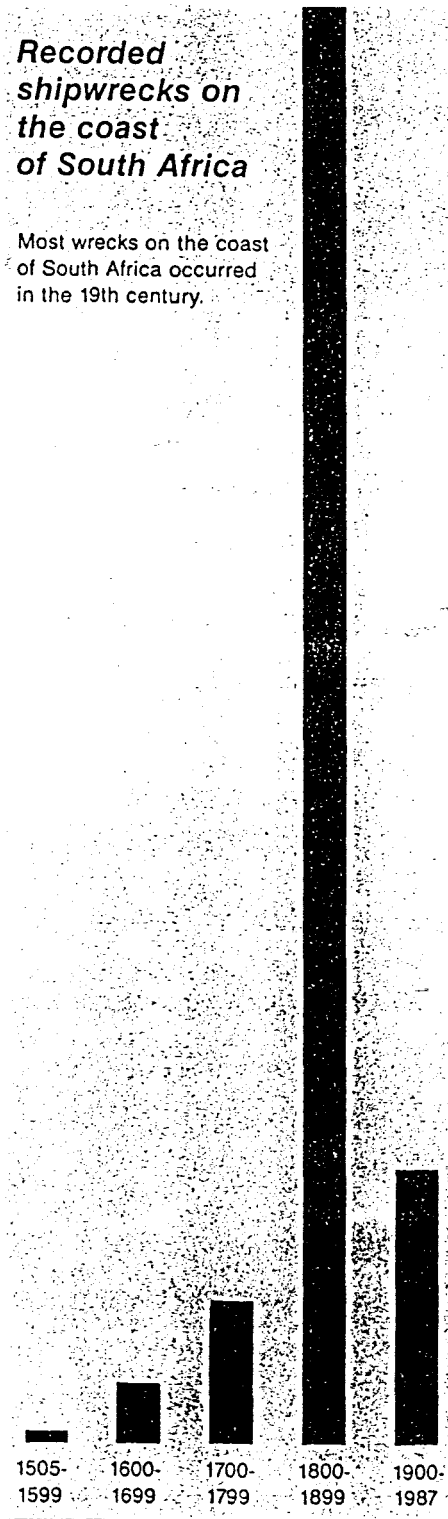
Graphs showing the monthly average incidence of wrecks in Table Bay (top) and Algoa Bay.

Algoa Bay 1755-1917



Recorded shipwrecks on the coast of South Africa

Most wrecks on the coast of South Africa occurred in the 19th century.



(M. Turner)

CHAPTER 5

THE MARITIME ARCHAEOLOGY OF THE *AMSTERDAM*

From the point of view of human interest the survival of the crew and the nature of the community that received them are vital questions. The primary concern in the following chapter is the material remains of the wreck of the *Amsterdam* which are currently being investigated.

Historical Background

More than 2000 shipwrecks from 37 nations over the last 500 years have given South Africa a valuable and varied historical resource. In the past their management has been difficult for many reasons. These include attitudes of divers with regard to the salvage and exploitation of wreck sites, customs and excise legislation, and the lack of effective heritage legislation.¹

Before 1979 the commercial salvage of early wrecks was unrestricted and valuable archaeological evidence was thus lost. It is only during the last ten years that professional maritime archaeology in South Africa has influenced a movement away from shortsighted and exploitive attitudes to historical shipwrecks. Wrecks are now viewed in a more conservation orientated light and a shipwreck management system has evolved.

Aims of Maritime Archaeology

The aims of maritime archaeology in South Africa should be to preserve the underwater heritage; to record and survey archaeological remains; to develop systematic excavations and field surveys; to guide and advise divers in their individual investigations and strengthen the bonds between amateurs and

¹ Gribble, John. 1997. 'Keeping our heads above water' - The Development of Shipwreck Management Strategies in South Africa. Paper presented at 17th Annual International Maritime Archaeological Conference, Fremantle, Western Australia. 6-12 September, 1997.

professionals in the field; to create a public awareness; to encourage research in the field; and to publish these findings. It is also essential that in normal circumstances pre-disturbance surveys are carried out; that the widest range of scientific and archaeological techniques is used in interpreting the finds, and that materials are deposited in a local public institution so that the material remains and research may be made available to the community.²

Over the years the public in most countries have failed to recognise shipwrecks as a valuable heritage resource. It was not long ago that excavations were carried out only on dry land. Little underwater archaeology was done as it was considered the preserve of professional divers who were not trained archaeologists. However, a shipwreck offers a unique time-capsule which has special possibilities for historical studies, including the chance to analyse and investigate shipbuilding, cargoes and the daily life of those who sailed the seas. In recent years marine archaeology has developed a well devised set of techniques for research, survey, excavation and conservation, but the environmental and biological processes surrounding and effecting wrecks need further development.³

Although South Africa owes much of its modern history to maritime influences, the importance of maritime archaeology has not been recognised for a number of reasons. The development of the Dutch victualling station at the Cape in 1652 did not play a direct role in maritime trade: it was merely a suitable port of call *en route* to the East.⁴ Vessels stopped briefly before moving on, and the colonists developed a social identity that was introvert and parochial, more concerned with local politics and economics than with tenuous links with the outside world. Shipping was viewed merely as a means of conveyance to and

² Oceans Society of Australia, 1977. Papers from the First Southern Hemisphere Conference on Maritime Archaeology. Perth, Western Australia. pp 20-21.

³ Randell, Stella. 1997. *Marine Growth on Shipwrecks*. Paper presented at International Maritime Archaeology Conference, Fremantle, Western Australia. 6-12 September, 1997.

⁴ Boxer, C.R. 1965. *The Dutch Seaborne Empire 1600-1800*. London: Hutchinson. pp242-9.

Legislation

Shipwrecks and salvage on the coast of South Africa are regulated mainly by two Acts, namely the *Merchant Shipping Act*, No. 57 of 1951, and the *National Monuments Act*, No. 28 of 1969, as amended.

Merchant Shipping Act

The relevant part of this Act is Chapter VII, comprising Section 293-306. Provision is made, *inter alia*, for the appointment of salvage officers, whose powers and duties are set out; this includes the power to suppress plunder and disorder by force. Various aspects concerning compensation for salvage services rendered are also set out. A noteworthy provision is that no-one may board a vessel without the permission of the person in charge of the vessel, and that any attempt at an unauthorised boarding may be repelled by force. Another is that anybody has the right of access to a stricken vessel for the purposes of rendering assistance, or for salvage. If no access road is available, for instance, an owner of land opposite the wreck site may not deny access to the wreck across his land. This right of access includes the right to set up a camp, and to store salvaged material from the wreck. Care must be taken, however, to cause as little damage as possible.

National Monuments Act

The relevant part of this Act is Section 12, which deals mainly with wrecks older than 50 years, and has the object of controlling indiscriminate and destructive salvage operations through a permit system. The National Monuments Council will issue such a permit only if the applicant agrees to certain conditions, namely:

1. The applicant must satisfactorily complete the application form whereby he agrees to the conditions laid down by the National Monuments Council.
2. The applicant must have a salvage license from the Department of Customs and Excise.
3. As the wreck is a protected historical site, the salvage work must be undertaken in an approved scientific manner to ensure that the maximum historical information is recovered from the site about the ship's construction, equipment, cargo and so forth. The method used should be that of a marine archaeological excavation.
4. The applicant must with his application submit the exact situation of the wreck as well as evidence regarding the identity of the ship and how and when it was lost. As soon as the applicant has positively identified the wreck he should inform the National Monuments Council to ensure that a salvage permit has not already been issued for the wreck.
5. The applicant must also submit a letter of agreement between himself and the museum, approved by the Council, with which he intends to collaborate and

which should be able to receive, preserve, store and identify the salvaged material.

6. The salvor, who must personally be in charge of the salvage operation, is required to keep a register of all the salvaged material in accordance with his salvage license, and also a salvage logbook to be written up daily. The logbook will record the salvage methods used, the location of the objects found, features of the wreck, and so forth. It must be available at all times for inspection by representatives of the Council.

7. The salvor must submit a quarterly report to inform about what progress, if any, has taken place since his previous report. Such a report must include a detailed list of acquisitions from the wreck, plans, and so forth. If no work has been done, this must also be reported.

Within a year of the termination of the permit, the salvor must submit a final report to the Council. Copies of published reports must also be lodged with the Council.

8. A plan of the wreck site must be prepared before any objects are removed and all finds must be related to a grid system or to fix-points. If possible the site should be photographed.

9. All salvaged material must be recorded and placed in custody of the museum for storage and preservation and may not be disposed of until studied and shared. An exception to this rule is cargo accepted by the museum to be of no historical or cultural value.

10. The museum, in consultation with the Council and the salvor, will then decide on the division of the salvaged material between the museum and the salvor. The museum may demand a maximum of 50% of the salvaged goods but the salvor may give the museum a bigger share if he so chooses. The *modus operandi* for the sharing is that the objects or lots will be chosen alternatively by the museum and the salvor, the museum having the first choice.

11. The salvor is responsible for all costs involved in the salvage operation, as well as the transport of the salvaged material to the museum. In addition, the salvor is also responsible for the payment of all duties and royalties on his share of the salvaged material to the nearest Controller of Customs and Excise.

12. In the case of dispute the Council will nominate two assessors or arbitrators from which the salvor may select one. Arbitration in terms of the Arbitration Act, No. 42 of 1965, will be the final means of settling any dispute.

The function of the permit system is to safeguard wrecks by requiring that those who investigate them have a legitimate reason for doing so, are competent, employ a methodology which ensures the greatest amount of information recovery possible, will report to the Council the results of their undertaking in a satisfactory manner and within reasonable time, and have provided for the conservation, in perpetuity, of all recovered objects and associated data and records.

The Treasure Act 1996 comes into force on 24 September 1997 in England, Wales and Northern Ireland, replacing the common law of treasure trove.

This leaflet provides a summary of the main points of the new law; further information will be found in the Code of Practice on the Treasure Act, which can be obtained free of charge from the Department for Culture, Media and Sport (formerly the Department of National Heritage) (Tel: 0171 211 6200). Metal detectorists are strongly advised to obtain a copy of the Code of Practice which, among other things, contains guidance for detectorists, sets out guidelines on rewards, gives advice on the care of finds and has lists of useful addresses.

A separate Code of Practice and leaflet has been prepared for Northern Ireland. A Welsh language version of this leaflet can be obtained from the Department for Culture, Media and Sport or the Welsh Office.

What is the new definition of treasure?

The following finds are treasure under the Act (more detailed guidance is given in the Code of Practice):

1. *Objects other than coins:* any object other than a coin provided that it contains at least 10 per cent of gold or silver and is at least 300 years old when found. (Objects with gold or silver plating normally have less than 10 per cent of precious metal.)

2. *Coins:* all coins from the same find provided they are at least 300 years old when found (but if the coins contain less than 10 per cent of gold or silver there must be at least 10 of them; there is a list of these coins in the Code of Practice).

An object or coin is part of the same find as another object or coin if it is found in the same place as, or had previously been left together with, the other object. Finds may have become scattered since they were originally deposited in the ground.

Only the following groups of coins will normally be regarded as coming from the 'same find':
(a) hoards that have been deliberately hidden;
(b) smaller groups of coins, such as the contents of purses, that may have been dropped or lost and (c) votive or ritual deposits.

Single coins found on their own are not treasure and groups of coins lost one by one over a period of time (for example those found on settlement sites or on fair sites) will not normally be treasure.

What happens if the find is not treasure?

If the object is clearly not treasure, the museum or archaeological body will inform the coroner, who may then decide to give directions that the find should be returned without holding an inquest.

What happens if the find is treasure?

If the museum curator or archaeologist believes that the find may be treasure, they will inform the British Museum or the National Museums & Galleries of Wales. The museums will then decide whether they or any other museum may wish to acquire it.

If no museum wishes to acquire the find, the Secretary of State will be able to claim it. When this happens, the coroner will notify the occupier and landowner that he intends to return the object to the finder after 28 days unless he receives an objection. If the coroner receives an objection, the find will be retained until the dispute has been settled.

What if a museum wants to acquire my find?

If a museum wants to acquire part or all of a find, then the coroner will hold an inquest to decide whether it is treasure. The coroner will inform the finder, occupier and landowner and they will be able to question witnesses at the inquest. Treasure inquests will not normally be held with a jury.

If the find is declared to be treasure, then it will be taken to the British Museum or the National Museums & Galleries of Wales, so that it can be valued by the Treasure Valuation Committee.

3. *Associated objects:* any object, whatever it is made of, that is found in the same place as, or that had previously been together with, another object that is treasure.

4. *Objects that would have been treasure trove:* any object that would previously have been treasure trove, but does not fall within the specific categories given above. These objects have to be made substantially of gold or silver; they have to have been buried with the intention of recovery and their owner or his heirs cannot be traced.

The following types of find are not treasure:

- objects whose owners can be traced;
- unworked natural objects, including human and animal remains, even if they are found in association with treasure;
- objects from the foreshore, which are wreck.

If you are in any doubt, it will probably be safest to report your find.

What about objects found before the Act came into force?

You should report objects that come into any of the four categories just described if they are found after 23 September 1997. There is no need to report any objects found before that date unless they may be treasure trove (see 4 above).

What should I do if I find something that may be treasure?

You must report all finds of treasure to the coroner for the district in which they are found either within 14 days after the day on which you made the find or within 14 days after the day on which you realised that the find might be treasure (for example, as a result of having it identified). The obligation to report finds applies to everyone, including archaeologists.

How do I report a find of treasure?

Very simply. You may report your find to the coroner in person, by letter, telephone or fax. The coroner or his officer will send you an acknowledgement and tell you where you should deliver your find. The Code of Practice has a list of all coroners with their addresses, telephone and fax numbers.

There are special procedures for objects from a few

areas for which treasure franchises exist, but they should be reported to the coroner in the usual way. The main franchise-holders (the Duchies of Lancaster and Cornwall, the Corporation of London and the City of Bristol) have confirmed that they will pay rewards for finds of treasure from their franchises in the normal way.

Where will I have to take my find?

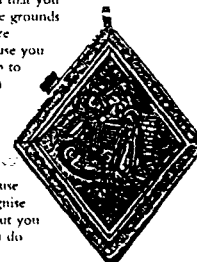
You will normally be asked to take your find to a local museum or archaeological body. Local agreements have been drawn up for each coroner's district in England and Wales to provide the coroner with a list of such museums and archaeological organisations. The Department is publishing a series of leaflets, roughly one for each county of England and one for Wales, listing the relevant coroners, museums and archaeological services in each area.

The body which receives the find on behalf of the coroner will give you a receipt. Although they will need to know where you made the find, they will keep this information confidential if you or the landowner wish - and you should do so too.

The body receiving the find will notify the Sites and Monuments Record as soon as possible (if that has not already happened), so that the site where the find was made can be investigated by archaeologists if necessary. A list of Sites and Monuments Records is in Appendix 3 of the Code of Practice.

What if I do not report a find of treasure?

If you fail to report a find that you believe or have reasonable grounds for believing to be treasure without a reasonable excuse you may be imprisoned for up to three months or receive a fine of up to level 5 on the standard scale (currently £5,000) or both. You will not be breaking the law if you do not report a find because you do not initially recognise that it may be treasure, but you should report it once you do realise this.



What if the coroner or museum loses or damages my find?

They are required to take reasonable steps to ensure that this does not happen, but, if it does, you should nonetheless be compensated.

Who will receive the reward?

This is set out in detail in the Code of Practice. To summarise:

- where the finder has permission to be on the land, rewards should continue to be paid in full to him or her. (The burden of proof as to whether he or she has permission will rest with the finder.) If the finder makes an agreement with the occupier/landowner to share a reward, the Secretary of State will normally follow it;
- if the finder does not remove the whole of a find from the ground but allows archaeologists to excavate the remainder of the find, the original finder will normally be eligible for a reward for the whole find;
- rewards will not normally be payable when the find is made by an archaeologist;
- where the finder has committed an offence in relation to a find, or has trespassed, or has not followed best practice as set out in the Code of Practice, he or she may expect no reward at all or a reduced reward. Landowners and occupiers will be eligible for rewards in such cases.

How long will it take before I receive my reward?

from Europe and the East and the colony was never considered a maritime nation.

Legislation and exploitation

South Africa has not paid much attention to cultural conservation except where it has served political ends.⁵ It is not surprising therefore that old timbers and cannon lying on the seabed have been ignored as part of the national cultural heritage. Amateur diving on shipwrecks has been unsystematic in the past. There have been problems about the ownership of objects found, with little concern for the conservation of artefacts which have been submerged - often for hundreds of years. The traditional association of shipwrecks with treasure has also conspired against the conservation of the resource.

There has been a perception amongst divers and salvors that wrecks are exploitable and it was not until relatively recently that the legislation protected historical shipwrecks. The law had not anticipated the rapid advances in diving technology. In England, Wales and Northern Ireland the Treasure Act 1996 came into force on 24 September 1997. This replaces the common law of treasure trove, and might well serve as a role model for other countries. The new definition of treasure is explained, together with how to report a find, what to do with it, what fines would be imposed for not declaring it, what procedures to follow should a museum wish to acquire it, and the rewards involved.⁶

South Africa has a long tradition of exploiting wrecks. From as early as the 1720s attempts were made, sponsored by the VOC, to salvage goods from East Indiamen lost in Table Bay.⁷ Until 1979 the work of salvors was legitimised through their inclusion under customs and salvage legislation. Anyone who could raise a bond of R2000 for the Department of Customs and

⁵ Gribble, op.cit.

⁶ See appendix for summarised copy.

⁷ Speight, W.L. 1956. *Swept by Wind and Wave*. Cape Town: Howard Timmins.

Excise was granted a salvage licence. Many of the wrecks carried commodities which even today have a commercial value and, as in most countries with underwater cultural resources, a schism developed between professional archaeologists on the one hand and divers and salvors with merely commercial intentions on the other.

The coastal maritime museums, professional archaeologists and the National Monuments Council want South African historical shipwrecks properly managed, not exploited for short term gains, while salvors often only regard them as a legitimate commercial resource. These conflicting expectations are experienced worldwide to a greater or lesser extent. Many wrecks have been protected in the past by their inaccessibility, but with sophisticated equipment all are now at risk.⁸

In the 1970s many important shipwrecks were discovered in South African waters. The Portuguese *Santissimo Sacramento* (1647) off Port Elizabeth; *Nossa Senhora Da Atalaya de Pinheiro* (1647) off East London, the Dutch *Oosterland* (1697) in Table Bay, the British East Indiaman *Dodington* (1755) off Bird Island, Algoa Bay, the Dutch VOC ships *Merestijn* (1702) and the *Middleburg* (1781); the British East Indiaman *Brunswick* (1805) in Simons Bay; the British troopship *Arniston* (1815)⁹; the Spanish ship *Sabina* (1842) off Cape Recife; the British troopship *Birkenhead* (1852) off Quoin Point and the British ship *Briseis* (1859) off Port Alfred, to name but a few. Although these are all relatively early wrecks, the legislation in South Africa does currently protect any shipwreck over fifty years old. If rules are to be enforced, however,

⁸ Van der Heide, Gerrit. 1977. *Maritime Archaeology and Problems of Legislation in Europe*. Netherlands: Zuiderzee Museum. Papers from the First Southern Hemisphere Conference on Maritime Archaeology.

⁹ Jobling, J. 1982. *The Arniston - 1815*. Unpublished Survey and Excavation Report, National Monuments Council Library, Cape Town. The first NMC permit for a historical shipwreck was issued to I.H. Gericke in 1982 for this wreck. An archaeological investigation, survey and excavation was undertaken by Gericke, in collaboration with the Department of Archaeology, University of Cape Town.

international agreement is crucial. In addition, it is essential to find common ground between professional archaeologists and the divers and salvors and a clear distinction must be drawn between salvage and archaeological projects. There is currently a blurring of the two concepts.

In the past coastal museums found themselves in the unenviable position of trying to protect historical shipwrecks on their own. A concerted drive by the South African Museums Association (SAMA)¹⁰ was instrumental in getting the National Monuments Act (Act 28 of 1969) amended to recognise the value of shipwrecks as a heritage resource and achieving site protection for them.¹¹

Act No 35 of 1979 allowed the National Monuments Council to declare any shipwreck in South African waters over 80 years of age a national monument, safeguarding it from damage or destruction. However, no protection was given to the contents which meant that artefacts could still be legally removed from sites.¹² It was not until 1984 that 23 wrecks were provisionally declared for a period of five years.¹³

A second amendment to the National Monuments Act (Act No 13 of 1981) was passed in 1981 requiring a permit from the NMC to 'destroy, damage, alter or export from the Republic' any one of a list of artefacts known to have been in the country or its territorial waters for more than 100 years.¹⁴ As the legislation still did not make it an offence to remove material from a wreck or wreck site, exploitation continued apace.

¹⁰ Bell-Cross, G. 1980. Research Policy on Shipwrecks. *South African Museums Association Bulletin*. 14: 39-44.

¹¹ Deacon, J. 1993. Protection of historical shipwrecks through the National Monuments Act. *Proceedings of the Third National Maritime Conference. Durban 1992*. Stellenbosch: University of Stellenbosch.

¹² Gribble, op.cit. p. 4.

¹³ Deacon, op.cit.

¹⁴ Ibid.

Constant lobbying on the part of SAMA and the South African Association of Archaeologists (SA3) resulted in the most recent amendment to the National Monuments Act in 1986, with the inclusion of Section 12 (2C) which extended 'a blanket protection to all shipwrecks and shipwreck material over 50 years, making it an offence to interfere with or disturb a shipwreck in any way, except under the terms of a permit issued by the NMC.'¹⁵

Although the amendments establish legal control over historical shipwrecks, there is unfortunately not enough human resource capacity to manage the situation. The extended coastline and activities of divers locally often make the position untenable. In Port Elizabeth, however, there has been reasonable co-operation between a number of divers and the local museum, which displays an excellent collection of artefacts from wrecks off the Eastern Cape coast. A concerted effort has been made to educate the diving fraternity by running the British-based Nautical Archaeology Society course at the museum, which introduces divers to shipwreck legislation, basic archaeological theory, and the fundamentals of underwater archaeological survey, recording and excavation practice. Over 130 divers in the country have obtained the NAS 1 qualification.

Excavation

Co-operation between professional archaeologists and professional and amateur divers was realised with the recovery of section of the *Amsterdam* in Algoa Bay. Reference has been made in passing to its retrieval, but it warrants a further in-depth discussion. The investigation undertaken on the wreck presented researchers with a unique opportunity. High seas revealed timbers that had probably been hidden from view for almost one hundred and seventy-eight years. To have these exposed without a major excavation project was a tremendous advantage. Ships which have grounded in the inter-tidal zone are generally an uncommon occurrence. It is interesting therefore, that the *Amsterdam's* namesake also wrecked in the surf-zone - her resting place being

¹⁵ Gribble, op.cit. p. 5.

off Beachy Head, Hastings in 1748 although the circumstances surrounding her wrecking were somewhat different. With regard to the *Amsterdam* in Algoa Bay, it became clear that if some form of archaeological research was to take place, local initiative was imperative and special recovery methods would have to be devised. Obviously rescue archaeology is far from an ideal situation, but fortunately the results warranted the decision. The historical records relating to the incident were scant and comprised one letter in the Port Elizabeth Public Library from the Rijksarchief¹⁶ stating that Captain Hofmeijer's journal recounting the journey was to be found amongst their records.

As is typical of most wrecks on South African shores, very little in the way of material remains were to be found as the sea conditions, prevailing winds and currents seldom allow for undisturbed archaeological sites. It is usual for a vessel to break into two or more parts fairly rapidly, and these sections in turn deteriorate slowly until little visible surface evidence is left. Shipwrecks such as the *Mary Rose* (1545) in the Solent and the *Wasa* (1648) which was recovered from the Stockholm harbour in Sweden in 1961 sank under special circumstances and were well preserved.¹⁷ The condition of the sea floor on which a ship grounds plays an important role on the long term condition of the wreck. A sandy bottom is generally a good preservative: as it is often level it allows the vessel to ground on an even keel which means that the weight is equitably distributed. The wave action tends to swirl particles of sand around so that the hulk is slowly engulfed. This phenomenon excludes oxygen which is the prime agent in causing structural breakdown. Lack of air inhibits marine growths and organisms that usually accelerate the disintegration of ships' timbers. The shore along the coast between the Zwartkops and Coega Rivers consists of fine sand,¹⁸ which is all-engulfing.

¹⁶ Letter. AEM Ribberink - R Whelpton 20 January 1967.

¹⁷ It is estimated that the conservation of the *Mary Rose* might take twenty years. The Swedish warship *Wasa* was recovered in 1961 and by 1993 was still being preserved with PEG - polyethylene glycol.

¹⁸ See Chapter 3.

The main limitation placed on surf-line salvage is the wave action, something which was soon learnt in the effort to raise the *Amsterdam* wreckage. On the east coast the best months are normally January and February when problems with the southwesterly winds are minimal. Ground swells travelling long distances can be troublesome as they prevent work being done on a site even when the weather in the vicinity is perfect.¹⁹ It was May when the *Amsterdam* timbers were revealed, but researchers were left with no option but to excavate if the situation presented by nature was to be exploited.

Although the *Amsterdam* is not really old in terms of historical wrecks, it is still of great significance. It can be argued that contemporary documentary records are a poor substitute for the modern scientific study of an actual ship and its contents, especially as relatively little is known about the detailed construction and internal design of Dutch men o' war. However, any additional records of a specific period are always welcome as they give a richer understanding of the complex forces that shape man's destiny.²⁰ The modern scientific study of historic shipwrecks allows a more in-depth knowledge of technology, trade and other aspects of the past. Detailed studies allow scholars who follow to develop new theories. Even wrecks which seem relatively modern deserve the same care as those of an earlier period. False and misleading conclusions from misunderstanding the archaeological and documentary evidence is fatally easy. The rare combination of a piece of a well preserved wreck with a good contemporary record adds a new dimension to the study and a fuller understanding of the past on which modern societies are built.

The recovery of timbers from the wreck of the *Amsterdam*

On the 20 May 1985, acting on reports from the public that high seas had exposed a section of a wrecked ship about two kilometres from the mouth of

¹⁹ Turner, Malcolm .1988. *Shipwrecks and Salvage in South Africa -1505 to the Present* Cape Town: C Struik. p.95-98.

²⁰ Marsden, Peter. 1974. *The Wreck of the Amsterdam*. London: Hutchinson.



The Amsterdam site.





The *Amsterdam* site.



the Zwartkops River, the museum historian and professional divers, David Allen and Gerry van Niekerk, went to investigate the site, using a four wheel drive vehicle to reach the area.

The circumstances surrounding the rediscovery of the wreck precluded a pre-disturbance survey. Initially the aim was to prove that firstly this was indeed the *Amsterdam* and secondly to record and measure the wrecksite as the find was significant and had not previously been adequately documented. Three separate groups of wreckage were easily located, scattered in relatively close proximity to one another. The first revealed two port sections of timbers and iron each approximately thirty metres in length. Oak ribs, teak planking, iron stanchions²¹ and dead-eyes²² were all clearly visible. After careful excavation of the enveloping sand in the area had taken place, a deck rail and the remains of a small lead urinal scupper, were found. It was obvious that this section had been exposed on previous occasions as could be seen from the general condition of the wood and the iron. At the time of the discovery of the wreck there was some controversy as to whether the remains were indeed from the *Amsterdam* or were rather parts of a number of wooden barges that had been scuttled on Brighton Beach, Port Elizabeth in 1947. However, the double clad hull and wooden dowell construction left no real doubt as to the ship's origin. The location at 33° 51. 90S, 25° 38.10E also pinpointed the actual site where the *Amsterdam* grounded.

The second section of the wreckage was found in the surf-zone. Two large timber uprights were evident, and when the water receded it was possible to remove a bronze nail from the site. When this was identified, it was thought to be of the type used in the assemblage of the keel. It was typical of the construction of ships of this era to have bronze keel pins of 1¼ inch (32mm) diameter and up to 48inches(1,22m) long occurring at about 0.76 m in pairs at

²¹ See glossary.

²² See glossary.

every frame, although where the masts were located, triple pins were often used.²³ It must be supposed that the majority of these as well as the copper cladding and treenails²⁴ would have been sold at the auction of the ship's effects on 14 January 1818.²⁵ Attempts were made on two occasions, using proton magnetometers and sophisticated suction pumps, to excavate the site to locate the rest of the missing keel but these proved unsuccessful.

Rescue Archaeology

The third section of the wreck, located about 100 metres from the original wreck-site, proved to be the most exciting. A curved section of wooden planking, (about a metre square) protruded from the sand. The condition of the wood seemed to indicate that it had seldom, if ever been exposed to the elements for any length of time. Divers David Allen and Gerry van Niekerk, together with the Director of the Port Elizabeth Museum, Dr John Wallace and historian, Jenny Bennie, took the somewhat momentous decision, after having followed the correct legal procedure of obtaining permission from the National Monuments Council, to embark on a rescue archaeology mission and take advantage the following day of the aid that had been rendered by the natural elements. Indications were that the wreck timbers were not too large but the actual extent was not known as most of the structure was buried under the sand.

A plan was immediately implemented as it was realised that time was of the essence and spring high tides would be likely to flood the site and re-bury the wreck. The Port Elizabeth Municipality was approached for suitable excavating equipment and they responded immediately by sending a bulldozer, front-end

²³ Cumming, Edward M. & Carter, David. 1990. *The Earl of Abergavenny (1805)*, an outward bound English East Indiaman. *The International Journal of Nautical Archaeology and Underwater Exploration*. 19: 1 31-33.

²⁴ See glossary.

²⁵ See Chapter 3.



Building the dyke at the *Amsterdam* site.





Removing sand from the timbers at the *Amsterdam* site.



loader and excavator to the locale. By 9 am on Tuesday 21 May 1985 the tide was at its lowest and a large sand dyke about 3 metres high, 8 metres wide at the base and 30 metres long, was rapidly constructed to keep the sea from flooding the wreck site. This operation, lasting approximately one hour, was carried out with great efficiency using all the available machinery.

A preliminary probe was commenced taking care not to disturb any of the timbers. The large hole excavated on the western seaward perimeter measured approximately 5 metres long by 5 metres wide and 1.5 metres deep. This allowed adequate water to seep into the hollow which in turn enabled a suction pump with a 20cm diameter hose, to function with considerable success. The fine sand engulfing the timbers was gradually washed off and excavated by hand with help from a team of approximately twenty. A double clad wooden segment, measuring 4,4 metre x 1, 450 metres x .55 metre (3.5m³) of what was thought to be a piece of the starboard stern section, was revealed. The outer teak planking was found to be in excellent condition but the inner rib structure of oak proved to be very friable. Since no contemporary drawings seem to have survived, this was of great interest. The section had obviously suffered from previous efforts at salvage, probably soon after wrecking, as either end had at some stage been neatly sawn off. There was also evidence of attempted burning, but this appeared to have been unsuccessful. No artefacts were found in the sand surrounding the timbers.

After approximately three hours of painstaking effort all the sand from under the timbers had been removed and a Rigid Steel Joist (iron bar) measuring 1,5 metres and exactly fitting the width of the timbers, was carefully attached as a spreader for the 5cm diameter rope. Two rubber tyres were positioned at either end of the bar to protect the steel beam from chafing against the wood. An experienced operator from Castle Crane proceeded to lift the supported section gently from the sand. As the four ton wreck was raised from the tidal pool the high tide broke the dyke wall, flooding the immediate area and



Attaching the hoist to the *Amsterdam* timbers



Washing the sand from the timbers.



Lifting the *Amsterdam* section.



Lifting the *Amsterdam* timbers.



concealing any evidence that a large structure had just been removed. Had the operation ended one wave later all the hard work would have been negated.

Conservation Techniques

Conservation of maritime archaeological material is a long term responsibility which museums cannot accept alone.²⁶ Fundamentally the essence of all conservation is wise maintenance. Basic principles must be applicable even when dealing with a wide variety of materials and artefacts.

The motivation behind the need to conserve archaeological sites is to prevent damage and to recover and remove the material, if possible and warranted, to avoid inevitable destruction.²⁷ Prior to excavation it should be determined what is to be expected from the site; what means are required to lift what is retrieved; what will need immediate attention and what arrangements can be made for long term storage. Passive conservation techniques are being recommended as often interventive treatment has repercussions in the long term.²⁸ The material from the *Amsterdam* consists principally of timbers as the only artefacts retrieved have been the remains of a green wine bottle, a glass skylight, some copper sheathing, animal horn, some red clay pottery and some iron strapping which were stable on removal from the site.

Conservation of archaeological material has usually been in the form of salvage or rescue excavations to recover samples from sites which are about to disappear or be destroyed.²⁹ Museums are in a position to provide advice on the conservation and protection of maritime artefacts, but lack of funding is a

²⁶ Avery, Graham. 1986. *Museums and the Conservation of Coastal Archaeology*. Paper read at SAMA Western Cape Regional Conference, Cape Town, October 1986.

²⁷ Ibid.

²⁸ Ibid.

²⁹ Voigt, E. 1977. The destruction of archaeological sites in South Africa. *South African Archaeological Bulletin* 32: 107-112.



Close up of the timbers.



Possible gun-port or scupper from the *Amsterdam*.



Timbers from the wreck of the "Amsterdam".



Marked timbers, prior to removal from the site.

major stumbling block.

The implications of allowing an artefact which had spent almost two hundred years in a stable environment to come into contact with the atmosphere can be highly significant. In the case of the *Amsterdam* it was ensured that the wreck timbers were immediately covered with wet foam sheets to prevent the wood from drying out. The section was loaded onto a flatbed loader and conveyed approximately 20 kilometres to the Port Elizabeth Museum.

A complete set of photographs recording the events was taken by press photographer Colin Urquhart and Dr Vic Cockcroft of the Port Elizabeth Museum. A South African Airforce helicopter flew above the site and an aerial picture was received from them. Students from the Department of Architecture at the University of Port Elizabeth were also invited to witness the proceedings in the hope of eliciting ship's drawings, but nothing came of this.

On arrival at the museum the wreck section was lowered onto a supporting arched metal frame which, providentially, followed the curve of the timbers almost exactly. The timbers were unwrapped, treated with a solution of thymol, which is an anti-fungicide, then re-wrapped in wet foam and plastic sheeting in order to prevent any surface drying.

The wood was maintained in this way for a period of two weeks while a wooden hut with a plastic sheet roof was constructed around the wreck. The walls and ceiling were lined with a reflective sisal insulating material in an effort to attain a relative humidity as close to 100%³⁰ as possible. A thermohydrograph was installed in a specially constructed wooden baffle box within the hut to monitor the temperature and humidity. Due to small gaps in the wooden slats of the walls and the fairly constant temperatures of between 20-24°C found in Port Elizabeth, the Relative Humidity was initially maintained

³⁰ This goal proved to be unattainable and the RH was kept at between 70-75%.

at about 70%. When a water pipe was installed, the door of the hut remained constantly open, which affected the RH negatively. On 27 June 1985 a computerised sprinkler system was installed with nineteen operative jets. This was later increased to thirty. On testing the system for 3 minutes it was found to offer excellent coverage over the whole wreck.

A regular programme was devised allowing the wreck to be sprayed at thirty minute intervals twenty four hours a day. It was found that the recorder in the baffel box registered slightly false readings, but owing to the humidity in the hut it was difficult to devise another scheme which would prevent the thermohydrograph from being damaged.

On 20 August, two months after the wreck had been excavated, two samples of wet timber were taken for monitoring - one oak and one teak section. Both were sawn to a size of 100 x 70 x 40mm and immediately weighed on a Marine Biologist's scale with the following results:-

Teak 324.5g = 0.7154 lbs or 0.0418 lbs/ cubic inch

Oak 356.65g = 0.7863 lbs or 0.0460 lbs/ cubic inch

It was therefore found, using the formula for Specific Gravity,³¹ that the SG for this section of teak was 36% higher than dry wood while that of the oak was 59% higher.

On 9 September new trusses were constructed for an improved roof. The sisal insulation was re-used and covered with aluminium sheet roofing salvaged from the old library in Main Street, Port Elizabeth. The sprinkler system was re-routed to accommodate the improved structure. The outer walls of the hut were painted with aluminium paint to increase heat reflectivity. A special box, the Stephenson Screen box, was built to house the thermohydrograph. The wreck was periodically washed down with a 5% borax solution to prevent the growth of fungi. Tests for chorides, using water taken from the wreck, were

³¹ Oberg, Erik & Jones, F.D. 1942. *Machinery's Handbook*. New York: The Industrial Press.

carried out by adding one drop of nitric acid and 5 drops of a two percent solution of silver nitrate to 10ml of water in a test tube. The cloudiness in the water indicated the amount of salts remaining and is normally graded as heavy, medium, light, show and clear.

Polyethylene Glycol Conservation Method

In wrecks such as the *Batavia* in Western Australia a twelve year conservation plan on the timbers was followed and carefully monitored. The intention was to replace the moisture within the wood with a substance called polyethylene glycol (PEG) which was essentially a water soluble wax which supported the lignin in the wood and prevented it from collapsing when it dried out. This method has been used by archaeologists since the 1950s.³² It was well known that too rapid drying caused quick shrinkage and a collapse of the internal fibres. Although the PEG method is successful, it has problems: it turns the wood very dark in colour and changes its mass; it is expensive and not readily available in South Africa; and it takes time for the artefact to become fully saturated. The name PEG is misleading as the compound is neither polymerised from ethylene glycol nor the glycol of polyethylene. Its correct chemical name is polyoxy 1-2 ethanediyl.³³ PEG is available in various molecular weights ranging from PEG 200 to PEG 14000.³⁴ Most conservators prefer using PEG although if the humidity is greater than 80%, or objects are kept outdoors, it is not as successful as it is hygroscopic³⁵ and water soluble. As it promotes corrosion in iron it is not suitable for composite artefacts.

The first stage of PEG treatment requires continuous spraying or immersion

³² Stamm, A.J. 1937. Effects of polyethylene glycol on the dimensional stability of wood. *Forest Products Journal*. 9: 375-381.

³³ Grattan, D.W & Clarke, R.W. 1987. Conservation of Waterlogged Wood, edited by C.Pearson *Conservation of Marine Archaeological Objects*, 164-207 London/Boston: Butterworths.

³⁴ Ibid.

³⁵ Tends to absorb water.

with a low molecular weight which penetrates the finer capillaries of degraded wood. The second stage makes use of higher molecular weights of PEG which lock on to the lower weight preventing leaching. This process varies according to the size of the object being treated, with smaller artefacts taking a couple of weeks and ships' structures taking decades. Slow drying or freeze drying can then take place.

The Western Australian Maritime Museum has investigated the possibility of freeze drying timbers. Although this works well, the disadvantage is that for timbers the size of the *Amsterdam* a huge unit would have to be built. Once again monetary constraints put a damper on the idea.

Sucrose Conservation Method

At the Texas A & M University in Austin, Texas, USA, an experiment was carried out³⁶ using sucrose as a bulking material to reinforce deteriorated wood cells and to replace the cellulose and hemicellulose which has often been broken down in waterlogged wood over a certain age. Experiments on wood recovered from the sunken town of Port Royal, Jamaica, used 5% sucrose at room temperature in the initial treatment. The concentrations were increased by 5% every two weeks at a temperature of 50°C until a 45% solution was reached. The wood was then immersed in the solution until a balance between the two was achieved. Proportions of the solution were increased until, after being immersed in 100% solution for two weeks, the wood was air-dried. This was maintained at 82% relative humidity at 20° C for two days. After several days the humidity was decreased to 50% until the samples stabilised.³⁷ This method was considered suitable a few years ago for use in underdeveloped countries as it is inexpensive and the sucrose is freely

³⁶ Parrent, James M. 1983. The Conservation of Waterlogged Wood Using Sucrose. Unpublished MA thesis: Texas A & M University.

³⁷ Werz, Bruno & Seeman, Ute, T. 1993 Organic Materials From Wet Archaeological Sites: The Conservation of Waterlogged Wood. *South African Archaeological Bulletin*. 48 : 37-41.

available.³⁸ The Port Elizabeth Museum decided, however, not to pursue the sucrose option. When compared with polyethylene glycol as a stabilising agent, sugar methods tend to be more erratic, and the possibility of micro-organisms developing during impregnation is much greater. Attack by vermin and insects is also a danger. It was decided that although sugar impregnation and PEG treatment had proved their worth, the museum was not keen to use the first method and not in a financial position to use the second. Therefore, the above-mentioned ongoing programme of constantly spraying the timbers with an overhead sprinkler system using tap water, similar to that used on the *Mary Rose (1545)* in Great Britain, was employed until 1992.

Controlled Drying

Although it had been the intention to spray the wreck to leach out the salts for at least fifteen years, after seven years of spraying, the Eastern Cape area experienced a severe drought. Water became a precious commodity, and the historian felt that using it on timbers in these circumstances could not be justified. A decision was taken to commence with controlled drying of the section. Through a process of slow evaporation, moisture was removed causing no change in the original appearance of the wood. Watering time was cut down and the ship was carefully monitored for cracks, warping, fungi and insects. After seven years the teak had remained in a relatively stable condition, but the oak was still extremely friable. With the slow drying programme an effort was made to control and eliminate fungal growth.³⁹ With the salt leached out of the timbers this was no longer a major concern.⁴⁰ The gradual decrease in spraying resulted in the slow drying out of the timbers. As waterlogged wood degrades, the carbohydrates are selectively removed while

³⁸ Ibid.

³⁹ A 2% solution of boric acid prevents fungal growth often manifested by a white discolouration.

⁴⁰ Western Australian Museum experienced a problem with pyrites after ten years of treatment on the *Batavia* timbers.

the lignin portion of the wood matrix is mostly retained.⁴¹ The latter is renowned for being unaffected by chemical and biological degradation in marine environments, but it was not known what the reaction would be in the controlled, limited washing environment which was being carried out on the *Amsterdam*.

A certain amount of experimentation had been undertaken on the small samples of teak and oak previously mentioned, and, although there appeared to be no major breakdown in the wood, there was a certain curving on the oak section, and it was feared that on large timbers problems might arise. The wreck was held together by treenails and it was feared that there would be some shrinkage around each peg hole. Although a small amount did occur, it was not as great as had been anticipated and the dowells all held firm, preventing any real distortion in the hull. There is now a trend in maritime archaeology conservation to follow the controlled drying technique. It would seem that inadvertently success in this method had been attained on a substantial piece of wreckage before similar experiments on a large scale had been attempted in other parts of the world.

The three metal stanchions⁴² found on the wreck posed a problem because once iron comes into contact with the atmosphere it immediately starts to alter its state. The metal was covered with a layer of marine concretion which concentrated the corrosion products in the area adjacent to the metal. There was therefore an increase in chlorinity and acidity beneath the concretion,⁴³ which needed to be carefully monitored once the conservation process commenced. As facilities were relatively limited for conserving such large

⁴¹ Macleod, Ian & Richards, Vicki L. 1996. *The Impact of Metal Corrosion Products on the Degradation of Waterlogged Wood Recovered from Historic Shipwreck Sites*.

⁴² See glossary.

⁴³ Macleod, Ian, D., Mardikian, Paul and Richards, Vicki L. 1993 Observations on the Extraction of Iron and Chlorides from Composite Materials. *Proceedings of the 5th ICOM Group on Wet Organic Archaeological Materials Conference*. Portland/Maine.

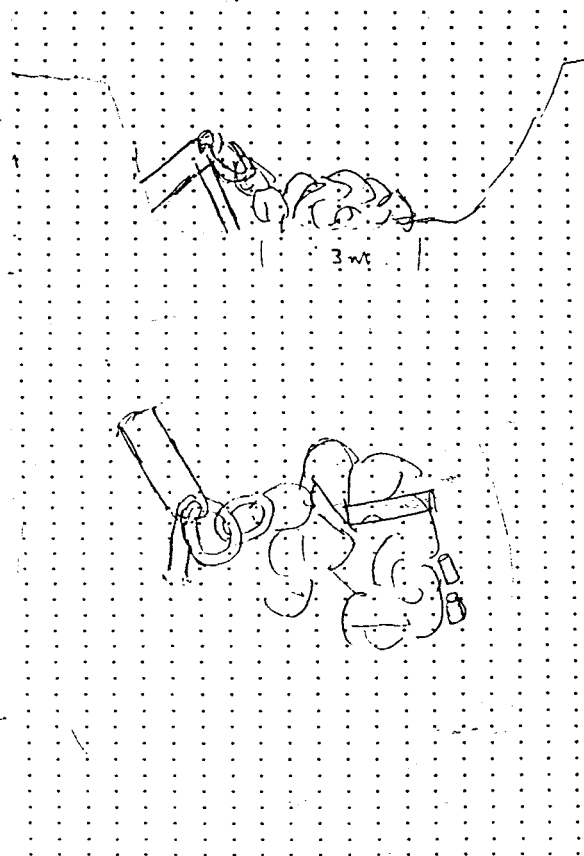
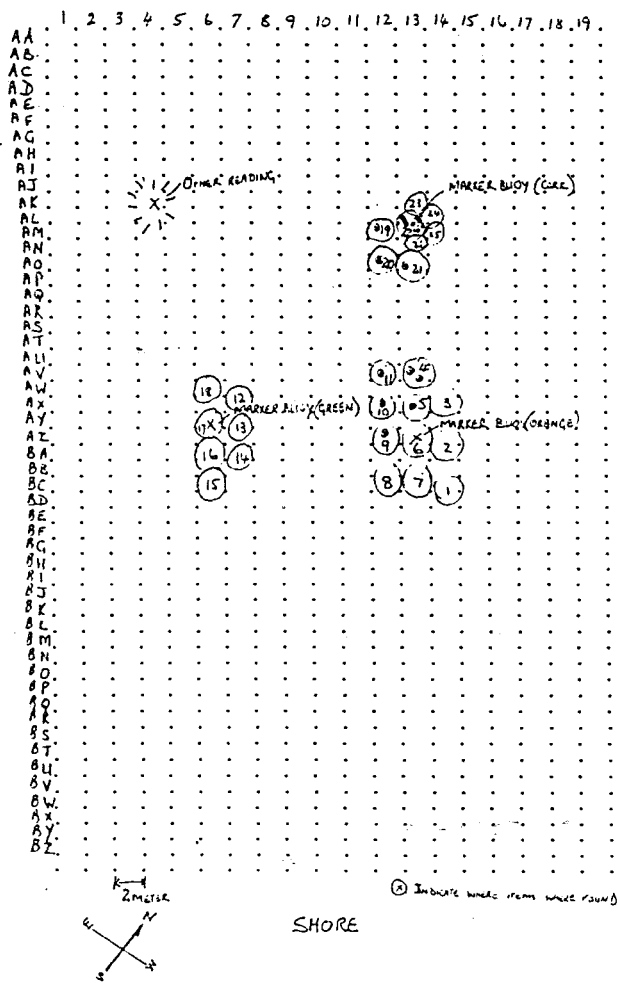
metal objects, the precaution was taken of casting all three stanchions in fibreglass. The taxidermy department at the museum did an excellent job, and by the time they had finished it was difficult to tell the replicas from the real objects.

Experiments in conserving small cut-off pieces of wrought iron have been carried out by the Western Australian Maritime Museum. Distilled water, electrolysis, PEG treatment and 2% (w/v)⁴⁴ ammonium citrate were all used with varying degrees of success. The *Amsterdam* stanchions were initially immersed in de-ionised water and, once the chlorides had been extracted, were successfully control dried. They have remained stable over the past six years with no sign of deterioration.

Survey of the Underwater Site

The lack of artefacts found in the immediate vicinity of the *Amsterdam* was of interest to those involved in researching the vessel. Connie Muller, a former Port Elizabeth professional diver, volunteered to work in collaboration with the museum, in scanning the site. On 11 August 1988 a magnetometer was used to 'mag' the area between the Zwartkops River and St George's Strand. Three distinctive readings were obtained, one of which was opposite the *Amsterdam* site in sequence with a piece of wreckage which protruded from the sand. As the weather then turned bad, markers in line with the buoys were placed on the surrounding hills. Another couple of poor days followed and, when the weather improved it, was found that the buoys had been stolen, the site lost and the survey work had to begin from scratch. It was the intention of the divers to use a blower as the sand in the area is particularly fine. It was only by 15h00 hours that the relevant area was relocated, and as it was done in haste there was some uncertainty as to whether the actual site had been pinpointed. A hole approximately 4 metres in depth was excavated. No bedrock was discovered and the bottom seemed to consist only of clay. A total

⁴⁴ Water per volume.



Rough plan of Amsterdam site
and location of artefacts
(Sketch: C. Muller)

of nine holes was dug⁴⁵ but the only artefacts found were some small pieces of copper sheeting, firebricks, a small shard of pottery, possibly from a pot lid, and a piece of rib bone probably from a cow. The divers presumed that they had discovered the 'Galley' area.

The following day they followed a strong magnetometer reading and found an area with what was presumed to be large quantities of tea or tobacco (in fact probably coffee).⁴⁶ Although they dug a further nine holes, each to a depth of approximately three metres, they were certain that they had not found the main wreck site. By the next day they found that all their holes had been filled with sand. The team of divers then had to go back to Cape Town. They returned ten days later and after successfully relocating their buoys found the anchor in water of 9 metres depth, 2 metres under the sand with the shank pointing down and the flukes lying in an easterly direction.⁴⁷ Cattle bones and a horn were found entangled in the chain.⁴⁸ The only other artefacts found were glass bottle necks. The weather deteriorated to such an extent that the crew returned once more to Cape Town leaving not only what was presumed to be the *Amsterdam* anchor and also their own valuable anchors on the site - a circumstance which is interesting in itself as researchers one hundred years from now could be confused by the difference in age of anchors in the area.

The State of Maritime Archaeology in South Africa

Research on the section of wreck housed at the museum is continuing, and it is hoped the findings will make a contribution to the development of maritime archaeology in this country. Although museums have always been involved in

⁴⁵ See hand drawn map.

⁴⁶ Hofmeijer mentioned loading coffee and rice not tea and tobacco.

⁴⁷ Shank is the vertical stem and the terminating blades are the flukes.

⁴⁸ The length of an anchor cable needed to be between three and a half and five times the depth of the water for maximum security. Upham, N.E. 1983 *Anchors*. Aylesbury: Shire Album.

conservation, exhibitions, education and research, they are localised and have limited resources. Involvement in fields such as conservation depends on individual policy and the availability of expertise. To some extent South African museums suffer in that there are only three trained maritime archaeologists in the country, and the amount of material to be handled far exceeds their capacity. The practical follow-up to rescue archaeology and surveys is rarely adequate. Time, money and additional staff are required. Shipwreck material needs to be competently processed for analysis so that the results and observations can be published. If it is significant enough to warrant recovery, the information needs to be shared.

Initially, at the time the *Amsterdam* was recovered in 1985, there was co-operation from Dutch archives and researchers. Unfortunately by the beginning of 1986 international sporting and cultural sanctions were imposed on South Africa. The country entered a period of unrest and no academic cross-pollinating was possible. Despite endeavours to use circuitous channels, no help was forthcoming. Museums found they were isolated and forced to rely on their own resources. Even international journals were denied to them. Conservation measures were carried out on a trial and error basis.

The lack of opportunity to publish through the *International Journal for Nautical and Underwater Archaeology* meant that no application was made to government bodies for funding. However, the Port Elizabeth Museum Board and the Director realised the importance of the *Amsterdam* find, and a small grant was given to the historian to include a visit to the Western Australian Museum while on a private trip to Australia. That institution, one of the first and few, had a number of qualified archaeologists on its staff. Although they were supportive on a one to one basis, sanctions once again precluded any follow-up correspondence or support.

During 1986 the Port Elizabeth Museum completed a Maritime History

exhibition which covered Portuguese, (*Sacramento*-1647), English (*Dodington*-1755) and Dutch (*Zeepard*-1823) shipwreck material. According to critics this currently measures up to international standards. Overseas visitors and locals alike have voted it one of the most interesting halls in the museum, and efforts were made to provide enough information to satisfy both the professionals and amateurs. A wide variety of relevant activities, such as demonstrations of the principle of the block and tackle system and illuminated trade routes, has been incorporated for children. It is intended to add the remains of the *Amsterdam* to the collection of shipwreck material in the Maritime History Hall. The publicity received from the rescue of the *Amsterdam* has led to significantly more reports of exposed timbers, ceramics and iron artefacts on Eastern Cape beaches, especially those in more remote areas. Use has been made of the wreck for the British initiated Nautical Archaeological Society (NAS) course and local divers have become aware of the importance of treating discoveries with caution.

In September 1997 attendance at the 17th International Maritime Archaeology Conference in Fremantle, Western Australia was made possible because of a small grant from the museum. The results of international exposure in a now favourable political climate has resulted in the offer of funding from the Dutch government through the auspices of the Dutch Consul General of Australia, who expressed great interest in the *Amsterdam* project. Publication and/or conservation would be supported provided that a strong motivation is submitted.

Currently museums do not have the resources to cope with all the requirements of conservation although they have a history of involvement in preserving maritime archaeological remains. No suitable infrastructure exists in South Africa to deal with artefacts which have been recovered from the underwater environment. If we are to succeed in nurturing the cultural resources to the best advantage, it is necessary for museums, state organisations and

individuals to co-operate successfully at all levels.

CONCLUSION

The literary and material remains of the Dutch man o' war, *Amsterdam*, have provided the raw material of this thesis. The journal of Captain Hermanus Hofmeijer, saved dramatically at the time of the grounding of the ship, has been preserved in the Rijksarchief, in The Hague in the Netherlands. The physical remains of the wreck have lain on the sands near the Zwartkops River in Algoa Bay since 1817. In elucidating and explaining these specific examples of two kinds of historical evidence the author of this thesis has undertaken several interacting enterprises of historical investigation, each one of which contributes to the full story of the shipwreck. The saga of the *Amsterdam* has been chronicled and placed in the historical context of Dutch seafaring enterprise and European politics. The captain's journal had been transcribed, translated from the original early Dutch, and edited. It appears as Part Two of this thesis.

Some biographical information on Hermanus Hofmeijer is included, but the principal value of the journal lies largely in the immediacy of the seafaring experience and the day-to-day problems that confronted a sea captain who kept a faithful record of the last fateful voyage of the ship he commanded. His terse entries on the grounding of the *Amsterdam* and the evidence of the material remains have invited investigation into the prevailing geographical conditions and the characteristic features of the ocean in the area where the wreck occurred.

There is no detailed and direct personal record of the experiences of the survivors when they came ashore. The available evidence such as official correspondence, an advertisement of the auction of shipwreck material, the existence of some of the cannon from the ship, has been given depth and accuracy to a discussion of the eastern Cape coast on which the vessel wrecked.

The *Amsterdam* grounded at a time when the great age of Dutch commercial enterprise had passed. Nevertheless the Netherlands still retained possession of parts of the East Indies that had originally been the domain of the VOC. The impact of prolonged warfare at the end of the 18th and beginning of the 19th centuries, had had negative repercussions not only for the Dutch, but also the rest of Europe.

The evidence of the journal and, to some extent, the material remains of the wreck itself suggests that, although Dutch shipbuilding may have been out-dated by the beginning of the 19th century, it was not essentially flawed. This, however, is not the complete picture. The demand for large numbers of ships during times of war strained the shipbuilding resources to the detriment of quality. It is possibly why the *Amsterdam* was kept in service for so long. She was ten years old in 1814 when she was refitted for what proved to be her last voyage to the East. In normal circumstances wooden vessels would have been withdrawn by that age.

Repairs and refitting featured prominently in the concerns of a captain who was responsible for his ship, cargo and crew. Hofmeijer's journal chronicles the refitting of the vessel in Texel and the subsequent running repairs carried out in San Salvador, Table Bay and Sourabaya. Material evidence of the reconstructed sections of the hull seems to indicate that possibly the skills in the East Indies were not as sophisticated as those in the Netherlands although the age of the *Amsterdam* was definitely a crucial factor leading to her demise as her seams split and chronic leaks developed.

It would appear from both the literary and material evidence that no credence can be given to the story that the *Amsterdam* was carrying 'rare treasure from Java to the Netherlands'. The journal does refer to 'rare species of birds, plants and insects' being carried as a gift for the King and a small box of valuables which was brought to the upper deck when it was intended to ground

the ship. However, neither Hofmeijer nor Cuyler showed any interest in saving anything of unusual value after the wreck. When the site was surveyed with advanced equipment many years later there was no evidence of noteworthy artefacts.

The journal entries portray Hofmeijer as a man of responsibility and assurance. He performed his duties carefully and he recorded them briefly but punctiliously. When he realised that there was no way in which he could save the *Amsterdam*, he seems to have had no qualms in making the decision to sacrifice the ship to save his crew. Although he consulted with his Council on board the vessel he was prepared to take the ultimate decision himself.

It was fortunate for the crew that Hofmeijer was in a position to run the ship aground in Algoa Bay which had some semblance of habitation. Help was at hand from the Commander and troops at Fort Frederick and also from the landdrost and inhabitants of the small village of Uitenhage which had been established in 1804 and was an eight hour march from the beach. Accommodation was offered to the sailors at the barracks and the drostdy while some passengers stayed at nearby Cradock Place. Private families also offered their homes. The area was not particularly prosperous nor inviting. Hofmeijer was well-advised, in addition to being duty bound, to contact his superiors immediately on landing in an effort to organise ships to convey his destitute crew to Table Bay. None showed a desire to remain behind and it seems that only Lieutenant Aspeling kept ties with the Eastern Cape. His descendants are still to be found in the area.

It is pertinent that the crew and passengers of the *Amsterdam* found themselves in the eastern frontier zone at a time when tensions were running high. Although not involved in the politics of the area, indirectly they benefited from the situation as both Fort Frederick and Uitenhage had been established as a result of the situation in the country.

The *Amsterdam* was wrecked three years before the arrival of the British settlers of 1820. The area was sparsely inhabited when the 217 shipwrecked mariners found themselves in Algoa Bay. The establishment at the mouth of the Baakens River consisted only of a small detachment of soldiers and twenty-two other citizens. Bethelsdorp boasted a small number of Khoi at the mission. Uitenhage was in its infancy. In 1804 town lots had been promised to local inhabitants but it was only in 1815 that the surveyor, Knobel, allocated one morgen plots to those who undertook to build substantial residences within a year.

The author's involvement in the discovery of the material remains of the *Amsterdam* in Algoa Bay provided a strong incentive to carry out this study. Interest in maritime archaeology as a discipline at the Port Elizabeth Museum was initiated and artefacts for research, conservation, exhibition and educational purposes were provided.

The results of the recovery and preservation of a four ton section of the timbers - the largest ever undertaken in South Africa - can be seen at the museum. The success of the project owed much to the skill of the divers and researchers, the natural elements, co-operation from the Port Elizabeth Museum, Port Elizabeth Municipality and National Monuments Council and the help and goodwill of the public and the press.

Although rescue archaeology is never a first choice, the unexpected exposure of a hitherto buried section of wreckage was an opportunity not to be missed. The possibility of irresponsible souvenir hunters and more inclement weather necessitated prompt action. Fortunately there were no loose artefacts and the local media were supportive, enthusiastic and not overly intrusive. The current political situation at that time precluded any response from the Dutch government. In the absence of a specialist archaeologist the museum had to rely on the expertise of its historian and local resources.

The methods used in the conservation process, described in an earlier chapter, although initially carried out to set professional procedures and standards had, in the face of drought and financial constraints, to become innovative and experimental. The results have fortunately been successful and inadvertently led the way in controlled drying which is now an accepted procedure used internationally under certain circumstances.

Both specialist and public response to the wreck of the *Amsterdam* has been enthusiastic. The physical remains have proved fascinating to archaeologist and general public alike even though some maintain that a written account with drawings and photographs is sufficient. There is a widespread interest in discovering more about the *Amsterdam* and her crew. International recognition is escalating and the many delegates from both the northern and southern hemisphere attending the recent International Maritime Archaeological Conference in Fremantle, Western Australia showed interest and support in the project. The Dutch government, no longer constrained by politics, has promised a grant to publish the *Amsterdam* saga and/or conserve the remaining timbers from the wreck.

PART TWO
CAPTAIN HOFMEIJER'S JOURNAL
(Translated from the original Dutch)

The *Amsterdam* was built in 1804, but this section of the journal only covers the period from when the ship was re-fitted in 1814, to its grounding in Algoa Bay on 16 December 1817 and until 2 March 1818.

1814

December

- | | |
|------------|--|
| Friday 2nd | Lying moored in Nieuwe Diep. ¹
The wind during the 24 hrs. from the North, with fair weather.
Carpenters and masons continued their work. ² |
| Sat. 3rd. | The wind during the 24 hrs. variable and North-East.
Quiet with topsail breeze ³ , clear sky, fair weather. Changed moorings with the help of the ship on the dyke, behind the <i>Admiral Zoutman</i> and in front of the Frigate <i>Maas</i> . Had assistance from the <i>Admiral Evertzen</i> and the <i>Maria Rijgensbergen</i> . Gave the crew an extra ration of gin. Carpenters and masons continued their work. |
| Sun. 4th | The wind during the 24 hrs from the South with a topsail wind.
Heavy, foggy sky with snow. Brought out a heavy mooring rope fore and aft. Had assistance from the <i>Maria Rijgensbergen</i> . Unloaded provisions. Carpenters and masons as before. |
| Mon. 5th | The wind during the 24 hrs from the South with a topsail wind.
Heavy, foggy sky with rain. Unloaded the remaining provisions. A boat came alongside with fuel for stowage. The carpenters and masons busy with previous activities: Eight recruited men from Amsterdam came on board. At 6 o'clock in the evening the 2nd Officer, Jan Stofferius, died. ⁴ |
| Tues. 6th | The wind during the 24. hrs variable and from the East. |

¹ Nieuwe Diep is situated on the North Sea at Den Helder in the Netherlands.

² The ship was being recaulked and planked as she had been built in 1804 and was in need of general repair.

³ Topsail breeze refers to the strength of the wind i.e. gentle.

⁴ Dysentery and the common cold and flu, caught while working on deck in bad weather and wearing wet clothes, spread quickly amongst the seamen. The limited medical knowledge often rendered the surgeon powerless to help, and many sailors died. There is no record of what caused Jan Stofferius's death.

- Tues. 6th The wind during the 24. hrs variable and from the East. Cloudy sky with rain. Received some rigging rope from the New Work.⁵ Carpenters and masons as before. Busy unloading stowage wood⁶ used to secure the cargo in the hold.
- Wed. 7th The wind during the 24 hrs variable and from the West. Cloudy sky with rain. Brought the body of the 2nd Officer Stofferius ashore to be buried.⁷ In the morning, Rear-Admiral Buyskes⁸, Commander of the squadron destined for the East Indies, came aboard and inspected the whole squadron and then left. The undersigned, (Captain Hermanus Hofmeijer)⁹ came aboard and in the absence of the said Rear-Admiral, assumed command of the squadron.
- Thurs. 8th The wind during the 24 hrs. from the South-West. Rigidly reefed topsail. Cloudy sky with rain. Carpenters and masons as before. Checked the pumps¹⁰ and found them to be in order. Cleaned the holds and did the necessary work.
- Fri. 9th The wind during the 24 hrs. from South-West. Stiff breeze, heavy sky. The carpenters and masons continued their work. Levelled the ballast.¹¹ Received 200 parts for trimming the ship from the New Work.

Nothing of importance between the 9th and 28th

⁵ Stores situated on the mainland at Nieuwe Diep.

⁶ Planks made to special specifications to prevent the cargo from moving when the ship was at sea.

⁷ Various forms of burial took place on board ship: when sailors were in port they were buried on land: when at sea they were wrapped in canvas and 'committed to the deep'.

⁸ Rear-Admiral Buyskes was placed in charge of the voyage to the East Indies. Before its departure from the Netherlands the King had decreed on 15 August 1815, on the advice of the Minister of Marine, that the fleet should be the responsibility of someone of higher rank than captain, hence the use of the Rear-Admiral, who was third in command under the Admiral and vice- Admiral of the Dutch fleet.

⁹ Hofmeijer was captain of the *Amsterdam* from the 1 October 1814 to 27 March 1815, whereupon Capt. J D Schutter became commander until 1 October 1815, after which Hofmeijer once again resumed command until the ship ran aground in Algoa Bay on 16/17 December 1815.

¹⁰ The *Amsterdam* was equipped with two bilge pumps, one fore, under the fore-castle deck, and one Aft, under the half deck. Sailors had to operate the pumps on a regular basis as wooden ships tended to leak.

¹¹ Ballast on outward bound ships usually consisted of building stones and cannons for Dutch forts, or anchors for the fleet in Asia. Most of the cargo consisted of consumer goods for the settlements in the East Indies such as clothing for seamen and soldiers, pens, ink, copper pans, tools and nails. Ballast on homeward bound ships usually consisted of tin or saltpetre - the raw material for gunpowder, a layer of pepper or in the case of the *Amsterdam* coffee, rice and arrack. The goods were stored in the cargo hold. Precise instructions for stowing with the utmost economy came from the Netherlands.

- Wed 28th Lying moored in Nieuwe Diep.
Received 7 men from army and on orders from Capt. Dietz will give the 50 volunteers a day's ration and a night's accommodation.
- Thurs. 29th Received 2 heavy ropes of 24 feet¹² long from the government stores. Found that these were used ropes and one of them had two bad patches. The artisans did the necessary work with the crew taking care of the rigging. Received 10 volunteers from the Army and another 10 men as extra workers on board.
- Fri. 30th Busy working on the rigging and checking the ropes. The carpenters and painters worked as before. The masons repaired the Saloon's kitchen.
- Sat. 31st Still busy working on the lower rigging, checking the ropes. Received some leaguers of water per pilot boat. The carpenters and painters as before. All cabins in the 'church' area ready.¹³ The ship almost completed on the outside and extra beer was provided for the crew. One man engaged on board. The sailor, Dirk Snijders, deserted.¹⁴

January

- Sun. Jan. 1st Lying moored in Nieuwe Diep.
The carpenters and painters did the necessary work and the crew was busy attending to the ropes and working on the lower rigging. Two volunteers from the Army came on board, as well as the 1st Lieutenant, I. Meerburgh and the sailor S.S. Kole. Gave an extra ration gin to the crew on the occasion of the New Year.¹⁵
- Mon. 2nd. Received some blocks and tackle on board.¹⁶ Crew and workmen as before.
- Tues 3rd. Crew and workmen as before. Seven volunteers from the Army aboard.

¹² An 'Amsterdam foot' (Dutch foot) measured 28,3 cm or 11 inches.

¹³ The 'church' was the area where Sunday services were held viz. just Aft of the mainmast.

¹⁴ Able and ordinary sailors (16-18 years old) and ship's boys (12-16 years old) represented the majority of the crew. Most were born to the lowest levels of society and many came from Scandinavia and Germany. Seamen usually only worked out of sheer necessity and in the hope of making their fortunes in Asia. Risks were high and working conditions poor, so desertion was a common occurrence.

¹⁵ The crew received a small jug (15cl) of wine and Dutch gin as well as a litre of beer every day.

¹⁶ A block and tackle was used for loading the ship. It consisted of a series of pulleys and ropes giving a mechanical advantage and made the lifting of heavy objects easier.

Wed 4th	The cable positions ready ¹⁷ . Received some ship's requirements from the New Work.
Thurs. 5th	6 volunteers came on board. The crew as well as carpenters and painters as before.
Fri. 6th	Received some necessities from the shore. The crew and workmen as before. Two men arrested and brought aboard.
Sat. 7th	The crew worked on the lower rigging and checked the ropes. The carpenters finished the cabins on the Companion deck ¹⁸ and the downstairs cabin. They completed the loading bridge and the gunpowder rooms, and others have worked on the the whole ship, inside and outside. The painters busy painting all woodwork that was ready. Lt. W. Hofmeijr came on board.
Sun. 8th	'Articles of Discipline' ¹⁹ read to the crew. The artisans worked as before. Received some kit needed for the crew from the suppliers. ²⁰
Mon. 9th	The crew and workers as before. Received some planing equipment from the New Work. 10 Volunteers from the Army came on board and at the order of Commander Buyskes, 50 more men are coming onto the ship as extra workers.
Tues 10th	Busy working on the rigging. Fetched the fore rigging from the New Work. 15 Volunteers and extra workers taken on. The workers engaged yesterday left, but 4 Volunteers from the Army were placed on our rolls. ²¹
Wed. 11th	Working on the rigging. Carpenters and painters as before.
Thurs. 12th	Workers busy working on the rigging. The carpenters and painters as before. Received 4 ells ²² of cloth.

¹⁷ Cables, in this instance, are guy ropes or shrouds.

¹⁸ Situated in the stern along a narrow hallway. Several cabins were available for officers and passengers. The division of cabins was not always the same depending on who was on board.

¹⁹ This was a prerequisite in the Dutch Navy and specified rules related to shipboard conditions. The Council of Officers meted out punishment for violations on board.

²⁰ The Navy supplied basic uniforms for the crew.

²¹ Payoff.

²² An ell is a measurement equal to a yard and a quarter.

- Fri. 13th The masts checked by the Commander of the Kings Wharf, Braukelman²³. Busy working on the rigging. The carpenters and painters worked as before.
- Sat. 14th Jan. Received drinking water per pilot boat. Crew and workmen as before. The saloon and the cabins and the Steward's room²⁴ ready. Started the carpentry on the loading bridge. Had the foresail²⁵ too large. Rigging and stays²⁶ finished as well. Were busy with the mizzen²⁷ cross-stay rigging.
- Sun. 15th Received drinking water from the pilot boat. Cleaned the ship. Received water from the pilot boat. Assigned the crew to the mess.²⁸
- Tues. 17th The carpentry and rigging as before. The 5 crew who were ungodly, brought aboard by the military. Locked them up and gave them only bread and water. Received the cross-stay rigging and backstays as well as some ship's requirements from the New Work.
- Wed. 18th Had 28 inches of water in the ship. Tried all 6 pumps and friction ropes and found everything to be in good order. Pumped ship empty. The carpenters and painters as before. Crew busy fixing the rigging.
- Thurs. 19th. The wind during the 24 hrs. N.E. and E.N.E. Reefed, lower sail breeze. Rainy sky with snow. Worked as before. Received 12 fathoms of old rope and some other requirements from the New Work.
- Fri 20th Finished the lower rigging and stays. The carpenters busy with the cabins on the loading bridge and also the extension pieces for the masts²⁹. The painters working in the saloon and cabins.

²³ Equivalent rank to Quartermaster.

²⁴ Found midship on the main deck where food and drink were stored. The steward was in charge of provisions. He distributed the fixed ration of drink to the crew and supplied the cook with ingredients for the daily meals.

²⁵ Sails take their names from the mast or stay on which they are carried. The sails on the lower masts are the exception as they have their own specific names.

²⁶ Stays are ropes which support the masts:- backstays resist the foreward pull of the mast, fore and Aft stays lead foreward and brace the mast against any strain in the direction of the stern.

²⁷ The aftermost sail in a ship.

²⁸ Mess was translated from the word "bakken" which are wooden troughs used for fetching food. The term was also used in the early 19th century for a group of 16-20 men assigned to a trough to eat together.

²⁹ Referred to as 'stangen' in the original text.

Sat. 21st. Busy with the rigging. The carpenters working on the cattle pens³⁰ and other necessities. Busy repairing and caulking in the steerage. The painters painted all finished woodwork.

Sun. 22nd. Work as before.

Mon. 23rd Received some timber from the New Work. Loaned repairers to the sailing ship *De Ruijter*. Workmen and crew as before.

Tues. 24th [No entry]

Wed. 25th Received required equipment from the New Work.

Thurs 26th Jan
- Sun 19th Feb Nothing of importance.

February

Mon. 20th Making chicken coops³² on the Poop Deck. The 1st Officer, A. Dekken and Lieutenant W. Hofmeijer³³ on board.

March

Thurs. 2nd March Lying in Nieuwe Diep. Busy with the rigging.

Fri. 3rd Attending to the brasswork on the port side. Heaved down the ship.³⁴ Pumped out 16" of water.

Sat. 4th - 18th Nothing of importance

Mon. 19th Lying moored in Nieuwe Diep.
In the morning at 9 o'clock we, as well as other ships of the East India Squadron, displayed all the nations flags³⁵, being pennants, signalling flags and standards. At the same time His Majesty's Ship *de Ruijter* gave a salute of 21 guns. At half past nine, the undersigned as well as

³⁰ Situated below the forecastle deck.

³² Situated on the poop deck which is the highest deck in the stern. The chickens provided fresh eggs and meat for the cabin occupants.

³³ Son of Captain H. Hofmeijer.

³⁴ 'Krengen' has been translated as heaving down or careening the ship which means shifting the ballast in order to slant the ship to enable caulking to be done.

³⁵ England, Prussia, Holland.

all chiefs, went to Rear Admiral Buyskes, who let his flag be displayed on the sailing ship *Admiral Evertzen*, to swear an Oath of Allegiance to H.M. the King.³⁶

Shortly After 10 o'clock the undersigned was on board again and ordered the crew come on deck and take the oath.

Wed. 22nd Unloaded provisions. The crew busy stowing the hold. The breadroom being full holds an estimated 80,000 H(ard) breads.³⁷

March 28th -
May 16th Nothing of importance.

May

Wed. 17th May Lying moored in Nieuwe Diep.
Around one o'clock in the Afternoon, Her Royal Highness, the King's Mother and Her Serene Highness, the Dowager Duchess Brunswijk, coming from Nieuwe Diep, passed us and going to Lage Zwaluwe³⁸, saluted with 21 guns.

June

Mon. 5th June The wind during the 24 hrs. S.W. and West. Top-gallant sail breeze. Working on the rigging. Received some requirements for the sailmaker from the New Work.

Tues. 6th The wind during the 24 hrs. S.W. and West and Easterly. Gentle top-gallant sail breeze. Quiet, cloudy sky with heavy rain from the N.W. Received a conductor and a leather hose of 25 feet for the fresh water pump from the New Work. Busy working on the rigging.

Wed. 7th The wind during the 24 hrs. variable and West. Cloudy sky with gentle breeze. Busy working on the rigging. Tared³⁹ the pumps, the hatch of the kitchen and the collars of the masts on the main deck. Received

³⁶ William V, the Stadtholder, fled to England on January 18, 1795 and the old regime collapsed. By 1814 the Prince Sovereign of the United Netherlands, William VI of Orange also William I of the Netherlands, was restored to the throne. He ceded the Cape of Good Hope, amongst other territories, to Britain.

³⁷ Ship's biscuits.

³⁸ Lagoon in the Zuiderzee.

³⁹ Sealed these sections against water seepage.

water per pilot boat.

- | | |
|-----------------|--|
| Thurs. 8th June | The wind during the 24 hrs. from West through South to East. Soft, cool top-gallant sail breeze. Cloudy sky. Continued painting the masts and working on the rigging. |
| Fri. 9th | The wind during the 24 hrs East. Fresh breeze. Cloudy sky. Tared all reserve masts and the gunwale ⁴⁰ on the inside. Further work done on the rigging. |
| Sat. 10th | The wind during the 24 hrs. variable, gentle breeze and quiet, cloudy sky. Investigated the crime committed by sailor, I. Jacobs, on the 28th May. He was placed under civil arrest on board ship. |
| Sun. 11th | The wind during the 24 hrs. variable. Variable wind, heavy, foggy sky. Nothing to report. |
| Mon. 12th June | The wind during the 24 hrs. variable and East. Quiet with a cool top-gallant sail breeze. Clear and partly cloudy sky. Rinsed the small casks ⁴¹ and stowed them below in the hold. The Secretary of the Dept. of Marine, Lt. Denus, Captain Keller and the Captain of the Bureau of Security? ⁴² came on board to inspect the provisions. |
| Tues. 13th | The wind during the 24 hrs. variable with a gentle breeze. Nice weather. Worked on the rigging and on the ropes and tarred the buoys. His Majesty, the King, inspected the flotilla. Each ship saluted with 3 salvos and the boats with two guns. Gave an extra ration of gin to the crew. |
| Wed. 14th | The wind during the 24 hrs. gentle, variable breeze. Fair weather. Tared the long-boats and the small sloop. Received an intimation from the Commander in which the satisfaction of the King in respect of the flotilla was stated. Had this read aloud and as ordered, gave an extra ration of gin to the crew. |
| Thurs. 15th | The wind during the 24 hrs. W. and W.S.W. Strong wind, cloudy and rainy sky. Lent some of the crew as helpers to H.M. ship <i>Braband</i> . Received water from the pilot boat. |

⁴⁰ 'Gunwale' was translated from the original Dutch word 'rusten' which are wooden planks or flooring on the outside of the ship, at main deck height, situated on either side of the mast.

⁴¹ These wooden casks contained a variety of foodstuffs and liquids.

⁴² The French word 'serrurier' means a locksmith - there appears to be no Dutch word. I have used 'security' in the context.

- Fri. 16th The wind during the 24 hrs. variable and East. Gentle breeze, nice weather. Workers busy as before.
- Sat. 17th June The wind during the 24 hrs. East, South and West. Top-gallant sail breeze. Quiet, cloudy sky. Raining hard in the Afternoon. Received three men from the hospital in Enkhuizen⁴³. Pumped out 11" of water. H.M. Corvette *Venue* went to sea. Made a salute of 13 guns and was thanked in the same way by H.M. Ship *Admiral Evertzen*.
- Sun. 18th The wind during the 24 hrs. from the West and South-West. Top-gallant sail breeze. Rainy sky with heavy downpours. Sent a man to hospital in Enkhuizen as he had stomach problems.⁴⁴ Did the necessary work.
- Mon. 19th The wind during the 24 hrs. S-W and N-W. Gentle breeze. Cloudy, rainy sky. Some crew sent to be of assistance to H.M. ship *Braband*. Released the sailor put under civil arrest on the 10th of this month.
- Tues. 20th June The wind during the 24 hrs. variable and East. Nice weather but a cloudy sky. Some crew sent to assist the *Braband*. Received the news that the French had been defeated by the Prussian, Blücher and the Duke of Wellington.⁴⁵
- 21st - 30th (Missing -ed.)

July

- Sat. 1st July The wind during the 24 hrs from the East and North-East. Top-gallant sail breeze. Cloudy sky. Busy tarring (or greasing)⁴⁶ the rigging. The quarter⁴⁷ till end of March distributed amongst the crew.
- Sun. 2nd. The wind during the 24 hrs. from the North-East. Top-gallant sail breeze. Rainy sky. Sent two men to the hospital in Enkhuizen. Jan W.

⁴³ Dutch East India Company shipyard operated from this port.

⁴⁴ One of the ailments sailors suffered from while in port was dysentery. This is an infectious disease which is most severe in tropical regions. Attacks are precipitated by sudden changes from heat to cold, from exposure to cold and wet conditions, by indigestible food or bad drinking water. Crowding without proper attention to cleanliness can lead to the spread of the disease.

⁴⁵ This refers to the Battle of Waterloo which took place on 18th June 1815.

⁴⁶ Tar was used to 'patch up' the rigging.

⁴⁷ Wages for the first quarter.

Aders came on board from General Recruitment.

- Mon. 3rd. The wind during the 24 hrs. N-E. Top-gallant sail breeze. Rainy sky, busy tarring the rigging. The majority of sailors remained behind and did not go on shore leave.
- Tues. 4th The wind during the 24 hrs. N-E and N-N-E. Gentle breeze, nice weather. Worked on the rigging and received some ropework from the New Work.
- Wed. 5th The wind during the 24 hrs. from N-N-E to West and West-North. Cloudy and rainy sky, sometimes rain. H.M. ship *Admiral de Ruijter* anchored in Nieuwe Diep. Held a day of Thanksgiving and prayer.
- Thurs. 6th The wind during the 24 hrs. between North and North-West. Top-gallant sail breeze. Rainy sky with some rain. Brought in a new single mizzen stay, made a new top-gallant sail and prepared all three masts.
- Fri. 7th The wind during the 24 hrs. N.W. and N. Variable topsail breeze. Cloudy and rainy sky. Worked on the rigging.
- Sat. 8th July The wind during the 24 hrs. From the North. Variable wind, rainy sky. Cleaned the whole ship. Sailor, N. van Willigen, deserted.
- Sun. 9th The wind during the 24 hrs. N.N.W., variable wind, top-gallant sail breeze, cloudy sky. Made bread under difficult circumstances. Checked the water and dumped the bad casks. The sailor, H. Wortman, remained behind on shore.
- Mon. 10th The wind during the 24 hrs. from the North. Top-gallant sail breeze, cloudy sky. His Excellency, Rear Admiral Buijskes, came on board and gave notification in writing of what was still missing from the ship. Fetched 8 pieces of 24inch wood⁴⁸, which we put in place on the bowsprit. Did the necessary work but were still making bread.
- Tues. 11th The wind during the 24 hrs. from the North. Variable breeze, cloudy sky. Fetched another 8 pieces of 24" wood that had arrived from the New Work. 7 men back from hospital. The defective freshwater

⁴⁸ Translated from 'de stenge van Kluyfhout' which were pieces of wood used to lengthen the bowsprit.

pump sent to Amsterdam. A caique⁴⁹ with provisions⁵⁰ came alongside.

- Wed. 12th The wind during the 24 hrs, from the N. and E. Nice weather. There was movement in the bow-anchor⁵¹ which needed to be repaired. Worked on the rigging. Finished making bread which was found to be in order. Received some equipment from the New Work.
- Thurs. 13th The wind during the 24 hrs. variable, gentle. Quiet, nice weather. The filled vats of water in the large hold were checked and it was found that some had to be dumped.
- Fri. 14th The wind during the 24 hrs. was variable between S. and W. Gentle breeze, cloudy sky. Made new lines for the sheet-anchor and bow-anchor. Busy rinsing and stowing water vats in the hold.
- Sat. 15th The wind during the 24 hrs. from the West. Cloudy sky and rain from time to time. Gentle breeze. Busy as before. Received an order from His Excellency the Minister to lay-up the flotilla and to embark on the *Amsterdam*. Everything being calculated to be ready by the end of the month.
- Sun. 16th The wind during the 24 hrs. from the West. Nice weather. The sailor, J.P. Jansen, missing. Nothing special happened.
- Mon. 17th The wind during the 24 hrs. S.W. to N.W. Wet breeze and rainy weather. Busy stowing the hold.
- Tues 18th The wind during the 24 hrs. from the West. Heavy cloud and dark sky, gentle breeze. Received water from the pilot boat. Busy filling and stowing the water vats. Pumped out 15" of water.
- Wed. 19th July The wind during the 24 hrs. N.W. and W. Top sail breeze, rainy weather. Received water by pilot boat. Worked as before.
- Thurs. 20th The wind during the 24 hrs. from the West. Rainy weather. In the Afternoon the wind changed to N.W. and North, with stormy weather and rain. Received water by pilot boat. Busy filling the water vats and

⁴⁹ A small skiff or rowboat.

⁵⁰ Clothing eg trousers, shirts, caps; a plate, mug, knife; comb, soap, mirror; box containing tobacco, pipes, tinderbox; a mattress or hammock, blankets, sheets, pillow-cases and pillow, were allowed for each sailor. Some also brought a Bible, navigation books, pens, paper, ink, chess, flute or fiddle. Extra provisions usually consisted of treacle, cheese, ham, brandy or beer.

⁵¹ Bow anchor was used at low tide and as a stand-by in case the other anchors did not hold the ship.

stowing them in the hold. In the evening a sloop with crew from the *Evertzen* came on board, very windblown as it was gusting up to 30 knots.

- Fri. 21st The wind during the 24 hrs. N.W.N. and N.W. Wind squalls and rain. Received water by pilot boat. The crew busy filling the vats and stowing the water vats in the hold.
- Sat. 22nd. The wind during the 24 hrs. N.W.N. and East. Gentle breeze, cloudy sky. Received water by pilot boat. Promoted the sailor 1st Class, W. Pietersen, to Quartermaster's Mate.
- Sun. 23rd. The wind during the 24 hrs. from East to N. and N.W. Top-gallant sail breeze, cloudy sky. Nothing of importance.
- Mon. 24th The wind during the 24 hrs. N.W. top-gallant sail breeze. Cloudy, rainy sky. Received water per pilot boat. Busy as before. The sailor, A Wessels, from General Recruitment,⁵² came on board.
- Tues. 25th The wind during the 24 hrs. N.W. variable breeze, rainy sky. Sent some damaged vats to the New Work. Busy as before. Received some water by pilot boat. The sailors, C. Penters and Teunis Zoon, missing.
- Wed. 26th The wind during the 24 hrs. from N.W. to N. and N.E. Variable top-gallant sail breeze, rainy sky. Received water by pilot boat. Towards evening the crew came on board in 3 caiques, consisting of 170 men in all. The sailors G. Raaijer, J. Straatman, L. van Zijp and R. Rijke remained on shore.
- Thurs. 27th The wind during the 24 hrs. N.E. and N.N.E. Fresh top-gallant sail breeze, rainy sky, sometimes rain. Took provisions from the caiques and allocated crew to the mess-kid⁵³. Busy stowing the hold. Received some water vats from the New Work at our request. Tightened the foresail stay and paid out the anchor rope.⁵⁴ The undersigned (H Hofmeijr) came on board. Took over the command of the Roadstead and was received with all honours.

⁵²This appears to have been a section in the navy from whom volunteers for specific tasks were drawn. It was not general practice to have 'volunteers' in either the navy or army but this seems to be the exception.

⁵³ Sailors ate in groups or 'messes' of seven from one large dish or mess-kid.

⁵⁴ Anchor rope was translated from the Dutch 'cabellage' a word which can also mean a hawser.

- Fri. 28th July The wind during the 24 hrs. from the N.E. Variable top-gallant sail breeze. Cloudy sky. In the morning at 9 o'clock the sign of a Parade⁵⁵ was given and Commander's ship hoisted the Standard. Received water by pilot boat. Installed some of the running rigging⁵⁶, and started on the ropeladders. The 2nd surgeon, J. Olieden, left board as per summons. A caique with provisions came alongside.
- Sat. 29th The wind during the 24 hrs. from N., S.E. to North Westerly and N.W., with top-gallant sail breeze. Clear sky. Replaced one of the large leech ropes⁵⁷. Sent the old one to the New Work. Received some water by pilot boat, unloaded provisions. Received a bow anchor from the New Work. Hung the afore-mentioned under the crane and put the anchor in steerage⁵⁸ with the stock in the fore-hatch. Overhauled the capstan⁵⁹ and a spare brail block⁶⁰. The 2nd carpenter, W. Jansen, on board, busy stowing the hold. Received 40 sheets of tar paper.⁶¹
- Sun. 30th The wind during the 24 hrs. variable between N. and W. Gentle breeze, cloudy sky. Unloaded provisions and received sailors' kit from Amsterdam. The absconded sailor, L. van Zijp, on board again. Shored some running rigging. Worked in the rigging. Attached the rudder.
- Mon. 31st The wind during the 24 hrs. N. and N.N.W. Top-gallant sail breeze. Clear sky with rain. Placed the new top mizzen rigging. In the morning after the parade I presented the Paymaster, A Wessels, the boatswain's mate, E Aalders, and the sailors, H. Kleverhuisen and J. Broertjes, to the crew. Received the heavier bow-anchor made out of lead in exchange for another one. The absconded sailors, R. Rijke and J. Straatman, came on board and were put in irons. Received water by

⁵⁵ Ceremony carried out to ensure that ships and their crews were up to standard.

⁵⁶ Running rigging consists of halliards, downhaul, sheets and tack. (See glossary).

⁵⁷ The top of a square sail is the head, the bottom the foot and the sides the leeches.

⁵⁸ So called because ships were once steered from this claustrophobic space.

⁵⁹ A mechanical device used for raising the anchor and lifting heavy weights. The capstan was located below the fore-castle deck and attached to the anchor cables. These entered the ship through the hawse holes (see glossary) in the bow. The crew tied the cables to a thinner rope to wind the anchors. As much as 90 fathoms (165) metres of cable might have to be heaved to weigh anchor. This was a slow and tedious job often carried out to the singing of sea shanties and to the accompaniment of a fiddle. The capstan was also used in hoisting large yards (see glossary) and loading and unloading cargo.

⁶⁰ A gaff sail (see glossary) is "brailed" to the mast by passing ropes through eyes on the side of the sail which are then taken forward to blocks on the mast and so down to the deck.

⁶¹ Used in caulking.

pilot boat.

August

- Tues. 1st Aug The wind during the 24 hrs N.N.W. and N. Strong topsail wind. Heavy cloud with rain. Sent some empty vats to the New Work by pilot boat. Received water. Held Court Martial over some deserters from the ships. Busy with the stowage of halyards and sheets.
- Wed. 2nd The wind during the 24 hrs. N.N.W. to N.W. Variable wind, cloudy sky with rain. Received the midshipman 1st. Cl. N. Groen, on board. 8 men to the hospital in Enkhuizen. Received water by pilot boat. Put the capstan in place, fixed the cleaver and the topsail and top-gallant sail and installed the gaff. Received some wood, ironware as well as some ship's requirements for the rigging of the ship, from the New Work. The sailor, G. Raaijer, put in and taken out of irons for absconding, was thereafter punished as were the sailors put in irons on the 30th July.
- Thurs. 3rd Aug The wind during the 24 hrs. N. and N.W. and N. Inconstant wind. Cloudy sky. Allocated the crew to the sails according to the roll. Undid the sails and gave the signal for the squadron with 63 guns used in the salute. Attached the foresail, the middle sail of the mizzenmast, the large staysail and the After staysail, fastened the running rigging. Received some water by pilot boat. Sent a few empty vats to the Provision Store in Nieuwe Diep. Court Martial held on board⁶². Received some ship's requirements from the New Work. The surgeon⁶³, Major D. Muller, came on board. Fastened the sails and signalled the squadron. Pumped out the water.
- Fri. 4th The wind during the 24 hrs. variable from N. to S.W.W. Gave the signal for the pilot to bring us to the roadstead. The pilot, Tunis Dekker,⁶⁴ came aboard. Held Court Martial. Received a large spare mast from the New Work. Sent two rejected topsail yards to the New Work. Received some ships and carpenters requirements from there. Fixed

⁶²Can find no reason for this unless it was to solve problems before the ship set sail.

⁶³Although not always academically trained, the surgeon did have considerable practical experience in treating every type of injury. Prior to departure from the Netherlands, he was required to take an examination at the East India House. He kept medicines and instruments eg saw and tooth puller in a surgeon's chest; he visited the sick on daily rounds and gave consultations twice a day before morning and after evening prayers. The crew were treated free of charge but had to pay for injuries sustained from fights or if they contracted venereal disease.

⁶⁴ The rendering of the men's names by the payroll clerk was phonetic and seldom consistent. Names of foreigners were often 'translated' into Dutch, but were usually recognisable for example 'Tunis' for 'Theunis'.

the chain and emergency tackle to the rudder. Shored-up the foresail ropes and tack. Hooked the bow ropes into the anchors and made everything ready to sail with the ship to the roadstead.

- Sat. 5th The wind during the 24 hrs. W. and W.S.W. Variable wind. Rainy sky, becoming cloudy. Sailed from the Nieuwe Diep to the roadstead where we moored at half past five. Dropped the bow-anchor on a half rope to a depth of 16 fathoms.
Moored taking the following readings from three vantage points viz; The mole of Nieuwe Diep to S.W., the tower of Den Helder to the West and the tower of the Hoor on Texel to the North.
Gave the crew an extra ration of gin. The sailors, H. de Jager and J. Gade, missing. A detachment from the Marines⁶⁵ came on board, consisting of a sergeant, two corporals and 18 crew, who were divided into two messes.
- Sun. 6th The wind during the 24 hrs. from W.S.W. to N.W. and N.N.W. Variable wind. Cloudy and clear sky. Borrowed 12 guns from H.M. ship *Admiral Evertzen* as well as some artillery rifles, to give the Day and Guard salute.⁶⁶ A Grand Parade was held. Reviewed the kit and the provisions. Gave the Guard salute in the evening at half past eight.
- Mon. 7th The wind during the 24 hrs. N.N.E. Top-gallant sail and gentle wind. Nice weather in the morning. At 6am hoisted the flags - the Standard and the Prussian flag on the foremast, the Dutch flag on the mainmast and the English flag on the mizzenmast. This was followed up by the other ships, it being the occasion of the crowning of Her Royal Highness, the Dowager Princess of Oranje Nassau.⁶⁷ Received water by pilot boat. The mooring ropes used in Nieuwe Diep brought to the New Work.
The sailor, 3rd Cl. Teunis Zoon, brought on board as prisoner and put in irons. Received some carpenters requirements for the ship. Day and Guard salute given.
- Tues. 8th Aug. The wind during the 24 hrs. N.W. Top-gallant sail and gentle breeze. Lashed the tarred spar stays to the bulwark. Changed position to S.E. Opened the sails and fastened them. Received carpenters and ships requirements. The large topsail tore in the middle and we took it

⁶⁵A section in the navy.

⁶⁶ I can find no explanation for this.

⁶⁷The aunt of Willem I.

down.⁶⁸ Found that it was useless, one could tear it to pieces by hand, without any effort, therefore sent same to Amsterdam. Hoisted a large new topsail. The front topsail being torn as well, was lowered and repaired on board. Worked on the rigging. Gave Day and Guard salute.

- Wed. 9th The wind during the 24 hrs. N.N. to E. and N.N.W. Top-gallant sail wind. Clear and partly cloudy sky. Hoisted the repaired topsail, lashed the spars and cleaned the gunpowder room. Received water by pilot boat. Received some requirements for the rigging of the ship from the New Work.
- Thurs. 10th The wind during the 24 hrs. from W.S. to W.S.W. Rainy and top-sail wind. Heavy cloud with some rain. Cleaned the ship. Received water by pilot boat.
- Sat. 12th The wind during the 24 hrs. from W.S.W. to N.N.W. Strong top-gallant sail wind. Cloudy sky with rain. Unloaded firewood and cleaned the ship. Pumped out 9" water. The carpenters were busy with parts of the capstan.
- Sun. 13th The wind during the 24 hrs. N.N.W. and S.W. From top-gallant sail wind to reefed top-gallant sail wind. Cloudy sky with rain. Gave salute. Stripped the gallant stays and lower yards. In the early Afternoon the wind abated and changed to S.E. Nice weather. Installed gallant stays and lower yards and opened the sails. Unloaded caique carrying firewood.
- Mon. 14th The wind during the 24 hrs. from S.E., to N.N.W. and W.N.W. Misty wind, foggy sky with some rain. Unloaded provisions. Finished stowing the water vats having a quantity of 362 leaguers⁶⁹ and 3 vats in the hold. Busy with the rigging and the bulwark. Received water.
- Tues. 15th Aug The wind during the 24 hrs. W.N.W. and N.N.W. Top-gallant sail wind. Cloudy sky. Put the topsail yards on the gunwale.

Received:

4125kg Coarse gunpowder⁷⁰ (for general artillery)

⁶⁸Much of the equipment was old and worn and there were neither finances nor stock to replenish adequately.

⁶⁹Leaguers are large casks used for wine.

⁷⁰Gunpowder was stored in the gunroom in the stern (partitioned space surrounding the tiller) together with hand weapons and artillery. Coarse and fine gunpowder were used for different arms.

250kg	Fine gunpowder
825kg	Coarse gunpowder for salute guns
50	Rockets
4000	Sharp rifle bullets
650	Sharp pistol bullets
50	Hand grenades
60	Lamps

Busy stowing everything in the stern hold.

Had 14inches of water at the pump Aft; Midships 4 inches⁷¹

- Wed. 16th The wind during the 24 hrs. N.N.W. to W. Rainy and strong wind. Cloudy sky with some rain. Busy with the rigging. The carpenters worked on the capstan and the sailmakers on the bulwark. Cleaned the guns and loaded same. Took the topgallant stays and lower yards down.
- Thurs. 17th The wind during the 24 hrs. from W. to S. to N.W. Reefed topsail wind. Cloudy sky with some rain. Received some carpenters' and ship's requirements from the New Work. Busy working on the rigging, carpenting etc. Caulking and working on the bulwark.⁷²
- Fri. 18th The wind during the 24 hrs. N.W. to S.W. and W.S.W. Variable wind, cloudy sky. Put up the top-gallant sail stays and lower yards and gave the signal and opened the sails to dry and fastened them. Received water by pilot boat, unloaded provisions. Two men returned from the hospital at Enkhuizen. One was from H.M. Frigate *de Maze* and one from H.M. Brig *Daphne*. Took them on as extra workmen. The Rear-Admiral Buijskes and the Governor-General Elout⁷³ arrived in the Nieuwe Diep by yacht. H.M. Frigate *Maria Rijgensbergen*, Captain Lt. D'Everdingen van der Nijpoort, in the roadstead. Saluted with 11 guns, were thanked with the same. Received some ship's requirements from the New Work.
- Sat. 19th The wind during the 24 hrs. W.S.W. and N.W. Variable wind. Abating later. Cloudy sky, some rain. General cleaning of the ship took place⁷⁴.

⁷¹ Water was never at equal levels in the ship.

⁷² See glossary.

⁷³ Governor-General Elout was head of the Maritime Department in the Dutch Navy.

⁷⁴ Clear instructions were given to air the ship's holds on a regular basis by smoking them with gunpowder and juniper berries and sprinkling the area with vinegar. The bedding had to be aired daily and the between-deck areas had to be hosed down. When the weather was bad this could not be done and the portholes and hatches had to remain closed causing ventilation problems. The contaminated water in the bilges, body odours

Pumped out 17" water Aft and 9" Midships.

- Sun. 20th The wind during the 24 hrs. N.W. and N.W. to North. Strengthening topsail wind. Cloudy sky. Held Grand Parade and kit inspections. Had the 'Articles of Discipline' read. Gave signal and lowered top-gallant stays and lower yards. The carpenters worked during the day.
- Mon. 21st Aug The wind during the 24 hrs. variable. Variable and abating wind. Cloudy sky with heavy rain. Later sky cleared and the weather improved. Gave signal and put up top-gallant sail stays and lower yards. Opened the sails. Took 4 carpenters from H.M. Ship *Evertzen* as extra workmen. Received requirements⁷⁵ for the Captain and Surgeon Major and the still needed artillery goods. In the afternoon the Rear-Admiral Buijskes, Governor General Elout and company, came on board. Received them with all honours due to their rank.⁷⁶ Received as extra crew midshipman 1st. Corporal⁷⁷ van Kervel and the sailor, J. de Paauw, as prisoner. Gave signal and fastened the sails. Exercised with same. Lashed our bow-anchor well and secured the hawser. Busy with the rigging and caulking to put the bulwark in order. Aft pump Aft 14inches; Midships 4inches.
- Tues. 22nd The wind during the 24 hrs. variable and S.E., top-gallant sail wind, clear sky. Received water by pilot boat. Tied the guns down. Received ship's requirements from the New Work. Busy as before. Attended to the mizzenmast above the opening in the half deck. Discovered that one of the plates at the back of the mast, just above the quarter deck, was rotten and in very bad condition. The carpenters caulked the companion deck.
- Wed. 23rd The wind during the 24 hrs. from S.E. to S.W. and W.S.W. Variable wind, cloudy and rainy sky. H.M. Ship *Zeeland*, Captain de Man from Zee, at anchor in the roadstead. Received some requirements from the New Work and water by pilot boat. The damage discovered on the mizzenmast was inspected by constructor, Ciebert. Had the rotten part cut out. Five deserters were put into irons. Worked on the rigging. Loaned a Dutch flag to H.M. Ship *Zeeland*. Aft pump 15 inches; 40 inches Midships.

and excrement caused stuffy and musty air below deck.

⁷⁵Variety of surgical instruments.

⁷⁶ Piped on board.

⁷⁷ First Corporal.

- Thurs. 24th The wind during the 24 hrs. from W.S.W. to N.W. and N. From top-gallant sail to strong topsail wind. Cloudy sky with rain. In the morning at 6 o'clock, hoisted the Dutch flag on the main mast, the Prussian flag on the front mast and the English one on the mizzenmast.⁷⁸ The whole squadron gave a salute of 101 guns for the celebration of the birthday of H.M. the King. Gave the crew an extra ration of gin. Received the Commander on board and 23 carpenters to caulk the ship. Took on extra workmen. Our Prussian flag was totally destroyed by the wind.
- Fri. 25th The wind during the 24 hrs. from N.W. to N. to S.W. Gentle top-gallant sail wind. Clear with partly cloudy sky. Sent some old rigging to the New Work. Opened the sails to dry and fastened them to the mast. Unrigged the mizzenmast. Two carpenters taken as extra workmen. Fetched the necessary equipment to take out the mizzenmast from the New Work. 7 Carpenters have left. The sailor, T. van Une returned from the hospital. Busy with the rigging and the carpenters doing the necessary work.
- Sat. 26th Aug. The wind during the 24 hrs. S.W. and W.S.W. Top-gallant sail wind. Clear sky, nice weather. Received water by pilot boat. Shored the half-deck⁷⁹ and put up the equipment to take out the mizzenmast. The carpenters caulking outboard and inboard. Sent a man to the hospital in Enkhuizen. At the pump 15 inches Aft and 5 inches Midships.
- Sun. 27th The wind during the 24 hrs. W.S.W. and S.W. Variable wind, clear sky. The carpenters busy unrigging the mizzenmast. The Mariner, Gromair, put in irons and taken out and then punished for impertinence. At the pump 9 inches of water.
- Mon. 28th The wind during the 24 hrs. S.E. and S.S.W. Top-gallant sail and topsail wind. Rain in the evening. Exchanged a set of mizzen rigging with the New Work and sent back the thumb cleats⁸⁰ for the masts and the necessary ropework to fasten these. Took out the mizzenmast and brought same to the New Work. The carpenters working as before. Lieutenant A. Klein and commission sent to Alkmaar to receive the quarter. Busy with the rigging and ropework.

⁷⁸ I cannot find the reason for flying the flags of different nations on a Dutch ship. It is possible that they flew in honour of the victorious alliances -ie flags of the powers that had vanquished the French.

⁷⁹ The half deck, which forms part of the stern, was the area where passengers would remain when they were out on deck. They kept their distance from the crew who stayed in the waist or beneath the forecastle. An awning was often stretched over the half deck to provide protection from the blazing sun in the tropics.

⁸⁰ Eyelets through which the stays pass.

- Tues. 29th The wind during the 24 hrs. N.W., N. to W and N.N.W. Variable wind. Heavy cloud with rain, a little thunder, clearing Afterwards. Tared the ropes, shortened the rope by half a loop. Gave the signal, opened the sails to dry, then fastened them. Received some ship's requirements from the New Work.
At the pump fore 1½ inches; Aft 9 inches.
- Wed. 30th The wind during the 24 hrs. W. to N. and N.W. Top gallant sail wind, cloudy sky. Received water by pilot boat. The carpenters as before. From Amsterdam received a new large topsail and some requirements for the rigging. The Lt. A. Kleijn on board with the quarter for the crew. Received some ship's requirements from the New Work. Sent the three collars⁸¹ for the mizzenmast to the New Work. Busy as before. Took down the large stay sail and foresail. Filled a hundred, 12 pound half cartridges. The surgeon, B.H. Smuts, on board. At the pump 9" water.
- Thurs. 31st The wind during the 24 hrs. W. to N. to W. to S. Top-gallant sail wind. Nice weather. Busy connecting the large rigging and working on the ropes and finishing the tackle. The carpenters busy caulking outboard and placing some guns on the companion deck. Received some ship's requirements from the New Work. Unloaded a caique carrying ship's biscuits. Made two loops in the hawser.⁸² The Lt. C.S. Cosbell and Midshipman 1st Cl. T.D. Engel on leave. At the pump 12" Aft and 2" Midships.

September

- Fri. 1st Sept. The wind during the 24 hrs. N.W. to N. Top-gallant sail wind, nice weather. Unloaded provisions. Erected the large stay and rigging. The carpenters working as before. The Captain of the Merchantman *Willem de Eerste* came aboard, complaining that one of his sailors had hit him. Sent an armed sloop to the said Merchantman. The sailor, M. Sümmer, punished⁸³ by the quartermaster and will have to stay on this ship for some time. Erected the large fore-stay. 10 inches of water at the pump Aft and 2 inches Midships.

Ship's draught	fore	21¾ feet
	Aft	<u>23¼ feet</u>

⁸¹Timber collars circle the mast below the boom to give extra strength where there is movement.

⁸²Loops were made to allow for extra length should it be required.

⁸³A breach of rules was severely punished with fines, or solitary confinement on a diet of bread and water, or corporal punishment, or a death sentence.

difference 1½ feet

- Sat. 2nd The wind during the 24 hrs. W.S.W. and S.W., light wind, clear sky. Did the necessary work, the carpenters working as before. Two men from the General Recruitment office on board. A caique with provisions came alongside and unloaded provisions. The 1st Clerk, J. Meerburgh and Lt. Ellinghuisen came on board. The carpenters were busy placing the timber facings ⁸⁴for the foremast. Received some carpenters' requirements from the New Work. The sailmaker worked on the bulwarks.
At the pump, 11 inches of water.
- Sun. 3rd The wind during the 24 hrs. W.S.W. to N.W. Mizzensail wind. Clear sky. Took in rope by one loop. H.M. Frigate *Marie Rijgensbergen* fetched the Frigate *de Maze* from the roadstead to anchor in Nieuwe Diep. The King's yacht *Batavia* sailed for Amsterdam again. Received some requirements from the New Work. Busy scraping⁸⁵ the outside of the ship and doing the necessary work. The carpenters caulking the outside. The sailmakers making the mizzen "woldings"⁸⁶. At the pump Aft 12 inches and Midships 3 inches of water.
- Mon. 4th The wind during the 24 hrs. N.W. and W. Reefed Topsail wind. Rainy in the evening. Received water by pilot boat. During the mid-watch between 3 and 4 (during the three hour glasses⁸⁷), the towrope of the small sloop broke. The large sloop was sent out to recover the small one but because of the darkness it could not be found. It was thought that the sloop would be taken ashore by the high tide and in the morning it was on the dyke at the Heldersee sandbank. Lt. Kleijn was sent to shore and found that the sloop had been smashed completely. The midshipman 2nd Cl. J. Stander on furlough from board. The midshipman 1st Cl. van Kruij and the sailor J. Strijdom sent away on the *Maze* to recuperate. Prepared rope for the mizzen-sail and struck the lower yards. The carpenters busy with caulking and preparing the timber facings for the foremast. At the pump 12 inches Midships and 4

⁸⁴ Timber facings were fitted around the foreward half of the mast, on top of the hoops that bind sections of the mast together, to give additional strength.

⁸⁵ Getting rid of barnacles and other encrustations.

⁸⁶ Rope lashings termed 'woldings' were wound around the mast between the hoops and over the timber facings.

⁸⁷ Half hour sand glasses and bells were used for timing the watch. As soon as the sand ran out, the first half hour had elapsed and the bell was struck once, when it had done so twice it was struck twice and so on until eight bells had been rung and four hours had passed. The Quartermaster then went below and awakened the next watch.

inches Aft.

- Tues. 5th Sept. The wind during the 24 hrs. N. to N.W., reefed topsail wind, changing sky, sometimes rain. The midshipman, Wessels, put in irons for neglecting his duty. At 10 o'clock the Rear-Admiral's flag was hoisted on the *Braband*, After which we took down the board pennant⁸⁸ and hoisted another pennant. At 12 o'clock Rear-Admiral Buyskes left. The crew were busy scraping the outside of the ship and stowing provisions. The carpenters working as before. The sailors Maas, Grobler and Rumaar remained on shore. The midshipman, H. Kleeverhuizen, put into irons for neglecting his duty. Had 13 inches of water at the pump.
- Wed. 6th The wind during the 24 hrs. N.N.W. to N.W., inconstant wind with rain. Received some carpenters requirements from the New Work, the carpenters are making bullet containers⁸⁹ Loaned some provisions to the *Evertzen*, working as before. At the pump 13 inches Aft and 5 inches Midships.
- Thurs. 7th The wind during the 24 hrs. N. and N.N.W., reefed topsail wind with rain, dark cloudy sky. Carpenters caulked in steerage. Stowed provisions in steerage, did the necessary work. 14 inches of water at the pump Aft and 6 inches Midships.
- Fri. 8th The wind during the 24 hrs. N.N.W. and N. and N.N.E., inconstant wind, cloudy sky. Received water by pilot boat. Put up the lower yards, loosened the sails to dry them, then fastened them again. Released the midshipman from irons. Brought the wedges for the foremast on deck. The carpenters busy caulking in steerage, the crew as before. Sent the wedges for the mainmast to the New Work as they were warped, received replacements. Fired a gun at half past eleven and held a Court Martial. The midshipman 1st Cl. W. Engle and special midshipman Pick, on board.
- Sat. 9th The wind during the 24 hrs. N. to N.E. and S., light breeze, cloudy sky. Fetched the sails with the caique - to air them. Unloaded provisions, received some articles from the New Work for the carpenters who were busy as before. The crew busy fastening the wedges for the foremast. H.M. Brig *Daphne* in the roadstead. Sent H.M. Frigate *de Maze* to the Nieuwe Diep. The midshipman 2nd Class Fisscher on leave. At the pump Aft 15" and Midships 7" water.

⁸⁸Different pennants were flown to denote different signals. I can find no reference to the colours of this particular flag.

⁸⁹These were made to hold a variety of different calibre bullets.

- Sun. 10th The wind during the 24 hrs. S.S.W. and S.W. Light top-gallantsail wind. Received a new mizzenmast and some requirements. Returned the mizzenmast to the New Work. The carpenters caulking in steerage. Grand Parade held. Issued Abolition Letters⁹⁰ to 11 men of the Detachment Mariners⁹¹.
- Mon. 11th The wind during the 24 hrs. from W.S.W. to W.N.W. and N.W. Light Top-gallant sail wind. Clear weather and later cloudy sky. Received water by pilot boat. Paraded for the Governor's Ship, which had the flag hoisted. The Governor- General of the Dutch East Indies⁹² came aboard and left again. 17 inches water at the pump.
- Tues 12th The wind S.W. and N.W. Mizzensail wind, clear sky. Fetched the mizzenmast and put it in place. Took in the rope by ½ loop. The arrested men A. van Oud, J. Jonker, R. Schoonderbeek, R. Boukes, Teunus Zoon en A. Zoon sent to Zeeland⁹³ to be sentenced by Court Martial. The carpenters working as before, the glazers repaired the windows⁹⁴. Stowed provisions in steerage. At the pump Aft 18 inches and fore 9 inches water.
- | | | |
|----------------|-------------|-------------------------|
| Ship's draught | Aft | 24 feet 5 inches |
| | <u>Fore</u> | <u>21 feet 5 inches</u> |
| Difference | | 3 feet |
- This happened After sinking the mast 2 inches deeper into the deck.
- Wed. 13th The wind S.S.W. and S. and S. to E. Light wind and quiet. Clear sky. Took down a stanchion⁹⁵ which we sent off to be repaired. Sent the overseer and 19 carpenters to the *de Ruijter*, the remaining carpenters were attending to the capstans. Eight prisoners on board were sent to the Zeeland. Received a double sloop which we sent to the New Work

⁹⁰ Discharge papers.

⁹¹ The Detachment Mariners were those enlisted from General Recruitment.

⁹² The High Government or Council for the Indies, the highest governing body for the Netherlands, had its seat in Batavia and was chaired by Governor-General Baron van der Capellen.

⁹³ Zeeland had been a 'chamber' or department of the Dutch East India Company and still retained some of the original functions assigned to it. It had invested 1.3 million guilders into the company an amount second only to the city of Amsterdam.

⁹⁴ Windows in the great cabin and the master's cabin allowed a good view of the waves. In bad weather they were covered with shutters plunging the interior into darkness. Damage to these windows sometimes occurred during storms.

⁹⁵ Part of the standing rigging to which the sheets and blocks are attached.

to be painted. Rigged the mizzenmast, put up the stay halfmast and attached the cross cleat⁹⁶. The 1st Lt. A. Dekker and Lt. de Goër on leave. Stowed provisions in steerage. Aft 18 and fore 9 inches water. The Brig *Daphne* went to sea.

Thurs. 14th

The wind during the 24 hrs. S. S.S.W., light wind, good weather. Sent the tackle and supports that were used to put up the mizzenmast to the New Work. Busy rigging the mast. Put up the rigging and stays. The carpenters worked on the wedges⁹⁷ for the mainmast. Gave signal to untie the sails to air them, fastened them again, attached the cross rigging. Received the Leesail and other requirements. Attached the ropeladders to the mizzenmast. A caique with provisions came alongside which we unloaded. At the pump 18 inches of water. Fired the Day Watch gun.⁹⁸

ANCHORED IN THE ROADSTEAD AT TEXEL

Fri. 15th

The wind E. to E.N.E. Light top-gallant sail wind, nice weather. Busy attaching the yard⁹⁹, put up the mid-mizzen sail. Brought the gaff¹⁰⁰ and mizzen boom¹⁰¹, as well as the wedges for the main mast on board. Received water by pilot boat. The sailors W. de Bie and Steenberg, of the sloop, stayed on shore. Corporal Dump in and out of irons. At the pump Aft 18 and Midships 10 inches of water.

Sat. 16th

The wind S.E. to S., light top gallant sail wind, foggy sky, nice weather. Put up the mizzen sail, erected the gaff, the carpenters made clamps. Stowed provisions. Veered¹⁰² rope by one loop, put up the ropeladders for the cross rigging and shored up the running rigging. Scraped the half-deck. At the pump Aft 18 and Midships 10½ inches of water.

Ship's draught

Aft

24¼ feet

⁹⁶ Cleats on the bowsprit and masts are used for attaching the stays.

⁹⁷ Triangular sections of wood used for levelling and propping the mast.

⁹⁸ Signal for new watch to start.

⁹⁹ Yards are spars set to carry square sails. (See previous reference to yards in the text.)

¹⁰⁰ Gaffs are spars which extend the heads of fore and Aft sails. (See previous reference in text.)

¹⁰¹ Booms spread the foot of fore and Aft sails.

¹⁰² See glossary.

Stowage draught	Fore	21½ feet
		24¼ feet
And the height above water	Starboard	6ft 1 inch
	Port	6ft 5 inches
	Average feet	6ft 3 inches

- Sun. 17th The wind during the 24 hrs. S.E. and East. From light wind to top-gallant sail and topsail wind. Foggy and later cloudy sky. Put up the top gallant mast, took in the rope with two loops. We received 8 detainees from the *Braband* on board, of whom we immediately sent one by the name of J. Sletter to the *Evertzen*. The remaining ones: W. Klote, A. Louwens, F. Heinsberg, H. Jansen, C. van den Burgh, F. de Vries and Jan Gade were put in irons for desertion. The midshipman 2nd Cl. Fisscher came on board. Emptied the bilges of 18 inches water.
- Thurs. 21st Received bibles for the *Evertzen*, *Amsterdam*, *de Ruijter*, *Braband*, *Marie Rijgersbergen* and *Venois*. The Brig, *Spion*, entering from the sea, ran aground.¹⁰³

ANCHORED IN THE ROADSTEAD AT TEXEL AND SAILING

Sun 29th Oct
1815

H.M. Ships *Admiral Evertzen* under command of Rear-Admiral Buyskes. The *Admiral de Ruijter*, the *Iris*, *Spion*, *Braband* and *Marie Rijgersbergen* under the command of Captain Lt. 't Hooft, Captain Lt. G.A. Pool, Captain Lt. van den Loef, Captain van der Herdt and Captain Lt. Everdingen and Captain van der Nijpoort got under sail. The *Braband* and *Maria Rijgersbergen* ran aground on the Drempel¹⁰⁴. We, setting sail last, found the passage across the Drempel was only just clear. We passed so near to the *Braband* that parts of the bowsprit came to within 3 feet of one another. We got to sea at 4 o'clock.¹⁰⁵

November

¹⁰³ The route across the Zuider Zee was dangerous. Narrow channels and large constantly shifting shoals of sand hindered a smooth crossing.

¹⁰⁴ Sandbank.

¹⁰⁵ See map.

SAILING IN THE SPANISH SEA¹⁰⁶

Thurs. 2nd Nov. The wind E.N.E. Top-gallant sail wind, cloudy sky, sailing as before. The ships of the squadron were together. At the pump Aft 18" and Midships 15". Course and distance at noon, SW ½ W, 36 miles.

Fri. 3rd Nov. The wind as before but some rain. Increased and reduced sail to stay in position. The ships were together. General course and distance was S. to 7/8 West, 44 ¾ miles.

Position; Northern Latitude. 43°32'

Estimated Longitude. 5°48'

According to this Cape Finisterre S.E. to E, 21 miles.

The island of Porto Santo S.S.W. 171¼ miles.

Mon. 6th Course and distance during the 24 hrs. S ½ E 27½ miles.

Position; Northern Latitude 36°56'

Estimated Longitude 4°42'

According to estimated longitude, Cape St Vincent East. . 34¾ miles

Increased and reduced sail to remain in our position. The squadron together.

Wed. 8th

SAILING NEAR THE ISLAND OF MADEIRA

Saw land to the South. Gauged the northernmost island, being Porto Santo, to be at 5-6 miles. Put out the sloop and sent the pilot Jan Duinker de Jonge to H.M. Brig *de Spion*, which would bring him to Madeira to return from there to the fatherland.¹⁰⁷

Position; Northern Latitude 32°57'

Estimated Longitude 3°45'

SAILING BETWEEN MADEIRA AND TENERIFFE

Three ships remained together viz. *de Evertzen*, *de Ruijter* and ourselves (ie *Amsterdam* -ed.)

Sat. 11th

SAILING NEAR THE CANARY ISLANDS

Position; Northern Latitude 28°12'

Turned to S.S.W. following a sign from the Rear-Admiral.

The three ships well together. Saw the top of Teneriffe to the N.N.W.

¹⁰⁶ Atlantic Ocean off the coast of Spain.

¹⁰⁷ The services of the pilot were felt to be necessary for the treacherous Bay of Biscay.

Sun. 12th No wind. The wind S.W. to W. and S.W. Gentle breeze, misty, reduced sail at 9 o'clock, following the sign from the Rear-Admiral. The minister, van den Bijlardt preached a sermon, to which all were very attentive.

SAILING TO THE CAPE VERDE ISLANDS

Tues. 14th The wind and weather as before. Set the leesails.
 Position by Asimuth¹⁰⁸ 18°4' N/West.
 The general estimated course and distance at noon S.W. 2/3W40 miles.
 Position; Northern Latitude 23°56'
 Estimated Longitude. 358°30' East of Teneriffe.
 According to this Cape des Barbas S.E. to S. 33¼ miles
 Isle de Sal S.W. 2/3W126 miles.
 Were near the Rear-Admiral and the *de Ruijter* and increased sail to remain in our position.

Fri. 17th Nov Position; Northern Latitude 15°41'
 Estimated Longitude 55°24' East of Teneriffe
 The *Evertzen* and *de Ruijter* near us.

Sat. 18th ANCHORED IN THE ROADSTEAD OF PORT PRAIJO (CAPE VERDE ISLANDS)

Position at noon; Northern Latitude 15°56'
 Lying at anchor, the Rear-Admiral fired a salvo of eleven guns.

Fri. 24th Anchored at sea in the roadstead of Porto Praijo.

Tues. 28th SAILING IN THE ATLANTIC OCEAN

Position Northern Latitude 11°32'
 Estimated Longitude 334°52'
 The ships of the Squadron together.

Wed. 29th The Rear-Admiral not in sight.
 Saw Rear-Admiral to the windward, as well as the *de Ruijter* and *Spion* at half past six.
 Position; Northern Latitude 9°38'
 Estimated Longitude 355°28'

December

¹⁰⁸See drawing

Fri. 1st Dec Did not sight the Rear-Admiral during the watch.
Sighted the Rear-Admiral and the Brig *Spion* to the South.
Position; Northern Latitude 6°43'
Estimated Longitude 356°13'
General estimated course and distance during the 24 hrs. 1/8 East 16¾ miles.

SAILING IN THE SOUTH ATLANTIC OCEAN

Sat. 2nd Sighted the Rear-Admiral to the S.S.E.
The general course and distance during the 24 hrs. S to W 1/8, 10¼ miles.
Position Northern Latitude 6°20'
Estimated Longitude 356°2'
According to this, Cape Muserade is 150 miles away (Monrovia)
The Rear-Admiral was visible.

Sun. 3rd At daylight we sighted the Rear-Admiral and the other ships in front of us to the S.S.W. Set all sails that could help to get to our position in the squadron.
Position Northern Latitude 5°33'
Estimated Longitude 356°17'
According to this Cape Palmas is E 2/8 South 212¼ miles
The Rear-Admiral in front of us to the S.E. to S.

Tues. 5 Dec. At sunset the Rear-Admiral to the E. to S., as well as the other ships.
Cleaned the ship.
By Asimuth¹⁰⁹ our position 12°22', 12°6', 12°36' N.W.
Position by chronometers¹¹⁰ No. 418 352°52'15"
No. 398 353°0'46"
Average 353°0'11"
The general estimated course and distance during the 24 hrs. S.W. to S., 30¾ miles.

Wed. 6th Hoisted the flag and pennant at 9 o'clock in celebration of the birthday of His Majesty Willem 1.¹¹¹
Position; Northern Latitude 1°16'
Estimated Longitude 351°34'
Gave the crew and troops an extra dram. At sunset the Rear-Admiral was to be seen in the S.E.

¹⁰⁹See drawing

¹¹⁰See drawing

¹¹¹Became Willem 1 in 1815.

Thurs. 7th	Sighted the Rear-Admiral at a great distance to the windward. Passed the equator. Ceremoniously dunked the crew and passengers who had not passed the Equator before ¹¹² . The Rear-Admiral and the other ships to the windward of us. Position; Southern Latitude 0°10'
Sat. 9th	None of the ships in the squadron in sight. Set as much sail as possible to catch up with the Rear-Admiral. Position; Southern Latitude 3°24' Estimated Longitude 340°22'
Sun. 10th	According to the chronometer No. 418 at 8 o'clock 346° 20' Position; Southern Latitude 5°45'
Mon. 11th	At half past ten the Marine Officers and Mates met and were shown the damage suffered ¹¹³ . It was decided that the voyage to the Cape of Good Hope could not be continued with the rigging as it was and it was approved to sail to the All-Saints' Bay at the coast of Brazil to repair the damage.
Wed. 13th	Position Southern Latitude 10°3' Estimated Longitude 341°11' General estimated course and distance during the 24 hrs.; S/W¼W 34 miles. At quarter past five gauged the land at Rio Algoa, the southern part NW½N and the Northern part NW½N. According to the map in the East India Pilot of 1805, Rio Francisco is lying at Southern Latitude 11°0' and longitude 341°5'. Sighted a Brig to the North, I hoisted our signalling flags to see if it could be the <i>Spion</i> , ¹¹⁴ which had perhaps been sent to us by the Rear-Admiral. There was no reply.

SAILING ALONG THE BRAZILIAN COAST

Thurs. 14th Dec.	According to the Latitude and estimated Longitude the land of Passaros is at the mouth of the Rio Francisco. We saw two vessels in the harbour.
------------------	---

¹¹²Traditional ceremony as one crosses the equator for the first time. This practice is still carried out today.

¹¹³ The ship was not really in a seaworthy condition despite it having been refitted in Nieuwe Diep. The strain of war might have been one of the reasons for the quality of ships not being up to standard.

¹¹⁴ Ships were fearful of sailing without support in the early 19th century as pirates often lay in wait to deprive them of their cargo.

The general course and distance during the 24 hrs.:

SW $\frac{1}{4}$ W, 28 $\frac{1}{4}$ miles.

Position; Southern Latitude.....11°18'

Estimated Longitude.....341°6'

Longitude according to the chronometer was339° 43'30"

Stayed an estimated 4 $\frac{1}{2}$ miles from the coast.

Fri. 15th

Regularly plumbed the depths¹¹⁵ of 25, 22, 20, 15, 12, 11 and 14 $\frac{1}{2}$ fathom.

Put the body of the deceased overboard, hoisted the flag and pennant.

Gauged the fort of Torre de Garca de Ursu to the N.W. approx. 1 mile.

Position; Southern Latitude12°54'

Estimated Longitude 341°4'

Estimated course and distance S.S.W. $\frac{1}{2}$ W 22 $\frac{1}{2}$ miles.

Gauged the southern corner of the island of Tapace, just north of All Saints Bay, lying SW to W, estimated 4 $\frac{1}{2}$ miles.

LYING AT ANCHOR AT ALL SAINTS BAY

BAHIA DE TODOS DOS SANTOS : SAN SALVADOR

Sat. 16th

Cleaned the ship. At 7 o'clock gave a salute of 18 guns and were thanked with the same by the *Waterfort*. Sent the 1st Lt A. Dekker and Major ...¹¹⁶ for notification of our arrival and to pay our compliments. Came back, brought the report that I would be helped as soon as possible. Brought with them the Adjutant of His Excell. Governor Baccases and the Commander of the Navy.

Sun. 17th

His Excell. the Governor General of the Dutch Indies, the Baron van der Capellen¹¹⁷ and I, accompanied by his staff, went ashore to pay our respects to the Governor of this colony, Comte d'Arcos. We received the promise of early help and were introduced to the Intendant of the Navy, being the Navy Captain, Everare. The Surgeon Major made me a proposal to give the crew a pound of fresh meat instead of bacon twice a week, for health reasons. Realising the necessity of this, I gave the necessary order for the purchase of the meat, of which on this same day 92kg was given out.

¹¹⁵ A sounding lead on a length of rope was used to measure the depth of the water. A hollow on the lower end of the lead weight, was filled with tallow (wax) in order to establish the condition of the seabed ie sandy, clay etc.

¹¹⁶ Unreadable, because of smudging.

¹¹⁷ Theodoor Frederik van Capellen (1762-1824) had been vice-Admiral in the Royal Dutch Navy before his appointment as Governor-General to the East Indies. The former flagship captain was honoured with the 'Militaire Willemsorde' and carried the distinguishing sign of Commander of the 'Order of Bath'.

- Mon. 18th Started repairing the rigging. Made the crew stop working from 10 till 3 o'clock on all days, because of unbearable heat.¹¹⁸
- Fri. 22nd Dec. The sail-makers busy with the mizzen-stay sail, middle-jib sail and foretop sail and staysail. Busy shoring the bowsprit and attaching the water hoses. The carpenters still busy with the lee foresail yard. As it was broken it was taken down and sent to the Arsenal together with eight boat hooks, some broken stays and other iron work. Brought the body of the deceased midshipman, Borwater, ashore for burial in the English churchyard. Went to the Arsenal this morning to keep an eye on the work on the stays. I was also informed that because of the Holy Days in the next week, work could not be started before the 29th. Speaking to His Excell. the Governor General van der Capellen about this, he was so kind to offer me to write to His. Excell. the Comte d'Arcos, Captain General of the Province of Bahia, to allow work for this ship to be continued during those days. The kind reply received that His Excell. would gladly do everything to speed up the work, but the Holy festive days being a matter of religion¹¹⁹, he could not give any orders.
- Sun. 24th Church was held. At the pump Aft. 15, Midships 8 inches.
- Tues. 26th The sailor 1st Cl. J. Dulet died, the body put overboard outside the bay. Received water by launch. Repairs on board continued.
- Thurs. 28th The carpenters caulking in the waist (low deck midships). Nobody did any work at the Arsenal from 24 December.
- Fri. 29th The carpenter and the blacksmith went to the Arsenal to check the work.
- Sun. 31st Fetched water with the hired launch and our sloops.

1816

January

- Mon. 1st Jan. Held church on the occasion of the newly started year. At 10 o'clock Willem G. van der Bijlards¹²⁰ gave a suitable sermon.
- Thurs. 4th Received meat and vegetables for the crew.

¹¹⁸This is common practice in many countries where midday temperatures rise steeply.

¹¹⁹ South America was Roman Catholic and adhered strictly to church rules.

¹²⁰The preacher who embarked in Texel.

- Mon. 8th Gave the drafts of His Excellency, the Minister of Marine, for the account to be paid to the Consul, Henry Hill, for which we had received proper receipts. Also verified the drafts for the Provisions Dept. who had given the necessary orders for the purchase of fresh meat twice a week as well as for vegetables needed for the refreshment of the crew and troops and the daily meat needed for the sick and for the purchase of an anker of lamp oil for the sick, as well as sugar, the syrup having leaked out for the greater part. The sum of F1825.50 was handed to the above mentioned Henry Hill for the launch and payment for water. An English Packet-boat arrived here from Falmouth¹²¹, After 47 days, destination Rio Janeiro, to collect letters and return to England. Gave them letters. Received news from the Captain of the packet-boat mentioned, that H.M. *Maria Rijgersbergen* (frigate) entered Falmouth on the 1st November because of leakage and was being cleaned. According to English newspapers it was found that H.M. ship *Braband* entered Portsmouth¹²² because of damage.
- Tues. 9th Prepared everything for sailing, weighed the bow anchor and stayed at 16 fathoms. Took in the sloops but it became too late to go to sea this evening and we were obliged to wait till morning.

SAILING FROM ALL SAINTS BAY

- Wed. 10th Weighed the bow anchor at half past one, hoisted the topsail and mizzen sails, saluted with 15 guns and were acknowledged with the same. Steered S.S.W. and S.W.½W as the bay runs, being S. to W. and N. to E.
Sailing southwards along the coast.
- Thurs. 11th The general course and distance was S.S.E. to E.
Position Southern Latitude 14°39'
Estimated Longitude 339°1'
Longitude according to chronometer N. 418 339°0'
The compasses pointing right.
The wind E. to N. and E.N.E., fresh mizzensail wind, clear sky.
Emptied the bilges. Tightened the topsail.

¹²¹ A town in the south of England.

¹²² Port in the south of England.

SAILING IN THE SOUTH-ATLANTIC OCEAN

- Sat. 13th Found a miscalculation through Asimuth 1 28' N.W.
The compasses on 0°.
- Fri. 26th Jan. According to this, the island of Saxemburg S.W. ½S, 35 miles.
Changed the compasses from 4° to 6° NW. Changed course to S.S.W.
to come to the latitude of the Cape of Good Hope. Were very surprised
that we already encountered the S.W. wind at this longitude.
- Sun. 28th According to this the island of Saxemburg N.E. 2 miles.
- Mon. 29th Hoisted the lower yard higher up. The carpenters busy caulking the
deck in various places.
According to estimated Longitude the islands of Tristan da Cunha¹²³
S.E. ½E, 125 miles.
- Tues. 30th Gave clothing to the crew.
- Wed. 31st Noticed fire on portside ahead. Approaching the fire, it appeared to be
a three-master which we hailed, it being destined from London to
Batavia, named *Maria Ann*¹²⁴. His Longitude was 16 and ours was
17 33 according to the chronometer No. 418.

February

- Sat. 3rd Feb. Hoisted small sail to wait for the three mast merchant ship, which was
approx. 1 mile behind us.
Cape of Good Hope 327½ miles.
- Thurs. 15th Cape of Good Hope 32½ miles.

SAILING BETWEEN TABLE AND HOUT BAY

- Fri. 16th Estimate Cape of Good Hope 13 miles.
- After informing His Excell. the Governor General that according to my
instructions Simons Bay¹²⁵ had been indicated by Rear-Admiral Buyskes

¹²³ Volcanic island with active volcano.

¹²⁴ No further mention of what caused the fire, whether it was life threatening or any other information about it.

¹²⁵ Situated in False Bay and used as a naval base. Named After the Governor at the Cape, Simon van der Stel.

as the place for the rendezvous, I mentioned that, as the ship had suffered so much this day, I did not dare take the ship to False Bay¹²⁶. All the more as I found daily that the rigging and ropework were very bad so that I could not rely on it at all and there was a great danger of losing the ship itself. I therefore decided to steer to Table Bay¹²⁷ to anchor, hoping to find the Rear-Admiral there. His Excell. shared my feelings completely.

AT ANCHOR AT TABLE BAY

Sat 17th Feb. Reconnoitred outside Table Bay and also Hout Bay.¹²⁸
At quarter to 8 gauged the sheer corner of Table mountain to the E.N.E., estimated 3½ miles.
Latitude etc.
Gauged the corner of the Lions Tail¹²⁹ to S.½S, estimated 2½ miles. Gave a salute of 15 guns, were thanked with the same by the Castle¹³⁰. Sent the Lt. A. Klein ashore to announce our arrival. He returned in the evening and brought the message that His Excell. Lord Somerset, the Governor of the Colony¹³¹, will receive the Baron van der Capellen tomorrow at 10 o'clock with the usual ceremony.
Found several English ships at anchor here. I was informed that Rear Admiral Buyskes departed for Batavia three days earlier with the ship *de Ruyter*, *Iris*¹³² and *Spion*.¹³³

¹²⁶ Inlet open to the south and bound in the west by the Cape Peninsula, in the north by the Cape Flats and in the east by the mainland from the Strand to Cape Hangklip. Its present name is derived from Cabo Falso 'false cape' so-called because early mariners took it for Cape Point and turned north too soon.

¹²⁷ Situated north of the Cape Peninsula, north-east of Table Mountain and Cape Town. Having been named Aguada da Saldanha in 1503, it was re-named Tafel Baai by Joris van Spilbergen in 1601 because of Table Mountain which is instantly recognisable. The English name has been used since c 1623.

¹²⁸ Hout Bay was named on 11 July 1653 - literally 'wood bay' because of the fine forests there. Today it is an important fishing centre.

¹²⁹ Lion's rump i.e. Signal Hill.

¹³⁰ The Castle at the Cape of Good Hope had been established in 1652 as a victualling station and hospital.

¹³¹ Governor of the Cape, from 1814 to 1826, during which time the character of the British regime was established. Somerset, the second son of the 5th Duke of Beaufort, was haughty and autocratic. These characteristics later brought him into conflict with the Dutch and English colonists.

¹³² The Dutch Ship of War *Admiraal de Ruyter* and Dutch Corvette *Iris* docked in Simon's Bay (Simonstown) on 19th and 29th January 1816 respectively. In a letter from Lord Charles Somerset to Lord Bathurst dated 22 Jan 1816, written at Government House Cape Town, he states that on 11 January the *de Ruyter*, under the command of Captain S. L. Hooft and with General Antingh and 70 military officers and 600 troops on board, arrived in Simon's Bay, (they docked eight days after arrival.) The Captain of the *Iris* was George Poole with Major Balfour, 2 subalterns and 650 privates of the Artillery on board. They departed from Cape Town

- Sun. 18th Went ashore at 10 o'clock with His Excell. the Baron van der Capellen, accompanied by his *aide de camp*¹³⁴. On leaving the ship, gave a salute of 15 guns and did the usual honours. On arrival we were received with a 17 guns salute. Having paid my compliments to the Governor of this Colony, I returned on board.
- Mon. 19th Gave the crew fresh bread, meat and vegetables. Fetched 7 loads of water by sloop. Two English merchant ships entered the Bay. The pay-master, F. Prenteling, in irons for drunkenness.
At the pump Aft 20 inches, Midships 12 inches.
- Wed 21st Fetched 66 half leaguers of water with the sloops. Busy repairing the light sails. The carpenters busy working. The pay-master, Prenteling, released from irons.
At the pump Aft 11inches and Midships 7 inches.

ANCHORED IN TABLE BAY

- Sat. 24th Feb. The carpenters checked the outboard rigging, the sail makers checked the foresail. Took 40 half leaguers of water on board. Aft pump 17 inches, Mid-ships 13 inches.
- Sun. 25th Took the victuals out of the steward's room and stowed them in the Aft hold. An English Frigate put to sea.
- Mon. 26th No entry.
- Tues. 27th No entry.
- Wed. 28th An English Merchant ship put to sea and one docked.
At the pump Aft 11inches Mid-ship 8 inches

March

- Fri. 1st March The wind South and S.S.E. top sails taken in. Breeze, later on variable and still. Stowed the Aft hold, fetched 42 half leaguers of water.

for Batavia on 14 February 1816.

¹³³ Departed from Cape Town for Batavia on 13 February 1816 with the *Admiraal Evertzen*.

¹³⁴ Besides Baron van der Capellen and his wife, the Secretary General of the Dutch East Government, R. D'Ozy and 613 troops of the 5th Regiment, were recorded in the Cape Town Gazette and African Advertiser, as being aboard the *Amsterdam*. In a letter from Lord Somerset to Lord Bathurst, he stated that the Baron and his wife had been taken to Newlands where they were entertained by the Governor until the 4 March, 1816 when they re-embarked under salutes from the batteries for their destination in Batavia.

At the pump Aft 11inches Mid-ship 8 inches

March

- Fri. 1st March The wind South and S.S.E. top sails taken in. Breeze, later on variable and still. Stowed the Aft hold, fetched 42 half leaguers of water.
- Sat. 2nd The wind, southerly breeze, clear sky. Fixed the new large topsail, attached yard arms. Fetched 53 half leaguers of water and filled the gunpowder boxes.
The *Hollandsche Koopvader Onderneming* with Captain M. Lee, which had departed from Texel 26 November destined for Batavia with the *Constrúcteúrs*, arrived here.
- Sun. 3rd Fetched the sailors, Jan Jonkers and Abraham Moggers from the prison on the shore¹³⁵, both deserters of the *Iris*. Hermanús Sekkemer of the 5th Regiment 2nd battalion¹³⁶ embarked on the *Rúyter*. The above mentioned three men received at the request of the Governor General, temporarily, on condition that they would not be punished.
- Mon. 4th Sent the big sloop to the shore at half past nine to fetch His Excellency the Governor-General of Dutch India, the Baron van der Capellen. At ten o'clock His Excellency was saluted with 19 shots on leaving the shore. As His Excellency came on board we paraded in the top and bottom riggings and on the yard supporting the square sail. The armed guards played the march and saluted with 19 shots. At 7 o'clock the salute came from the Battery.

FROM THE CAPE OF GOOD HOPE TO BATAVIA

- Tues. 5th At six o'clock we raised the bow anchor, put up all the sails that would be of aid and manouvred *W.N.W.* out of the Bay, measured the depths of 9, 10, 11 and 12 fathoms. Sighted the Lion's Head S.S.W. and the middle of Robben Island¹³⁷ W. of N.
- Wed. 6th March Found S. Latitude 34°31'
Estimated Longitude. 33°45'
According to this Cape of Good Hope E.½N 12¾ miles

¹³⁵ This was at the Castle.

¹³⁶ The 5th Regiment formed part of the 2nd Battalion in the ordinary infantry of the Army.

¹³⁷ The island is 2km wide and 3 ½ km long situated in Table Bay. The name is Dutch and means 'seals island'.

Fri. 8th Very strong swell from the S.W. at half past seven according to chronometer No 418; 35 45'33" by horizon 23 43' N/To the West. According to this the Island Denia¹³⁸ was S.S.E. ¼E. 51 miles
Compasses showing 25 30'N.

Sat. 9th Found S. Latitude 37°55'
Estimated Longitude 37° 05'
Island Denia appeared S.½W 42½ miles

FROM CAPE OF GOOD HOPE TO BATAVIA

Sun. 10th The General estimated Course and distance in the 24 hour period S.S.E. ¼S. 30¾ miles
Found S.Latitude 39°48'
Estimated Longitude 28°2' Cape of Good Hope
According to this the Island Denia S. of S.W 16½ miles
Longitude according to chronometer No.418 39°29'

Tues. 12th At 5 o'clock found Longitude according to chronometer No. 418; 42° 2'9". The wind N.N.W. and N.S.W.
Aft pump 12 inches, Mid-ship 7 inches.
By horizon found 26 11' N/To the West.
The General estimated Course and distance in the 24 hour period E.N.E. 33¾ miles.
Adjusted the Compasses from 25° 30' to 27° N/To the West.
The sailors Eric Enkhuisen, Arnoldús Schreúnder and Setso Els put in chains on account of stealing the wine of the Sick.

Thurs. 14th The wind West to S. and W.S.W.
According to chronometer No. 418 at half past six Longitude 47°40'10"
The carpenters busy caulking the deck above the sail hold and the victualling room. The sail makers busy repairing the topsail.
Calculated Course and distance in the 24 hour period E.N.E. ¾E.52 miles.
Put up the topgallant sails and then took them down again. Busy pumping the bilge.

Sun. 17th Gave the crew and the troops an extra drink on account of the cold and rain.¹³⁹ The Lieut. A. Klein was arrested on account of his improper conduct and indecent language towards the 1st Lieut. A. Dekker.
Discovered that one section of copper sheathing on the portside of the

¹³⁸Not found. Possibly Robben Island.

¹³⁹The ships were traversing the rough seas of the Roaring Forties and were far south where temperatures were low.

bow had been damaged.

Found S. Latitude 37°22'
 Estimated Longitude 57°41'
 Calculated Course and distance in the 24 hour period W.S. ¼W.
 13½ miles. Found Longitude according to chronometer No. 418 at half
 past seven 50°33'

Thurs. 21st March The wind N.N.E. to E. of N. Topsail wind. Raised sails and everything
 else that could help.
 The General Course and distance in the 24 hour period E. of S.E. 23¼
 miles. Longitude according to chronometer No. 418; 53° 5'6".
 The Compasses showing 27° N/To the West.
 In the Afternoon sailed S. of E.
 The Lieut. A. Klein released.

Fri. 22nd The wind N.E. Breath of wind.
 Estimated S. Latitude 38°38'
 Estimated Longitude. 36°54' E
 the Cape of Good Hope 21°4'
 According to this, found the Island Amsterdam, and also St. Paul, on the
 English Map of William Heather 1806 as well as on the Dutch Map. This
 course was held E. 427 miles. The Compasses lying at 29° N/To the
 West. The wind E. of N. and W. of N. with a mainsail breeze.

Sun. 24th Saw a Ship to the South. Approximately 4 miles from us, the same
 hoisted a blue English Flag and acknowledged ours.
 Found S. Latitude 39°08'
 Estimated Longitude 62°55'
 Calculated course and distance E. ¼S. 45¼ miles.
 According to this the Island Amsterdam E W/N 359½ miles the
 Nightingale Island S. ¼S. of E. 97½ miles.
 The Compasses showing 29° - 0' B/To the West.

FROM THE CAPE OF GOOD HOPE TO BATAVIA

Tues. 26th Wind and weather as before, put up as much sail as possible. Let up to
 3 feet of water run into the Ship to lessen the bad smell.¹⁴⁰
 General estimated Course and distance in the 24 hour period E. ½N.
 32½ miles.
 Found S. Latitude 38°23'
 Estimated Longitude 68°46'
 Cape of Good Hope 33°38'
 According to this the Island Amsterdam 283¾ miles

¹⁴⁰Water in the bilges became black and stinking and it was necessary to wash fresh water through the ship
 to get rid of the stagnant smell.

the Nightingale Island S½S. of S.E. . . . 39 miles

Wed. 27th The compasses showing 29 N/ To the West.
 Found S. Latitude 39°15'
 Estimated Longitude 71°30'
 Cape of Good Hope 36°20'
 Calculated Course and Distance 31¾ miles
 According to this the Island Amsterdam 261¼ miles
 According to this, the Island of St. Paúl E. 1/12 260 miles
 According to the chronometer No. 418 at 5 o'clock ... 72°10'24" at the
 pump Back. 22 Mid-ship 7 inches.

The Ship swayed to and fro very badly as a result of the S.W. swell.

Sat. 30th March The wind Southerly and S.S.W. Inconstant with squalls. Reefed mainsail
 wind. Put up the storm jib. Pumped bilge. Adjusted Compass from 26°
 General estimated Course and distance E. 7/8N. 47½ miles
 Found S. Latitude 37°35'
 Estimated Longitude 82° 7'
 Calculated Course and Distance N. 1/8N of E 47¾ miles
 According to this the Island Amsterdam 137½ miles
 According to this, the Island of St. Paúl E. 1/6 S 135 miles

April

Mon. 1st April The wind Southerly and S.S.W. An extra drink given to the crew. The
 Ship worked very hard, the waves very high and breaking.¹⁴¹
 An Extra drink for the crew and the troops.

The general estimated Course and Distance in the 24 hour period
 E. 1/3S. of N.E. 19¼ miles
 Found S. Latitude 35°30'
 Estimated Longitude 86°12'
 Calculated Course and Distance E.N.E. 1/8N 17¾ miles
 According to this the Island Amsterdam E.S.E. 3/4 1/8S . . . 102 miles
 According to this, the Island St. Paúl E.S.E. 1/5 E . . 96 ¾ miles
 The Compasses adjusted from 24 to 20 N/To the West the wind N.E.
 and E. of N.E.

Thurs. 4th Put the yard of the foresail up higher, let go the cable-rope of the
 foresail-mast on the starboard side and tightened that of the portside,
 took one reef out of the topsails and one out of the mizzensail.¹⁴²

¹⁴¹ Waves in these seas have been known to reach 18metres high.

¹⁴² To reef is to reduce a sail by tying it around the yard with ropes.

At the pump, Mid-ship 13 and Aft 10 inches.-
The Sailmakers busy repairing torn sails.

The General estimated Course and distance in the 24 hour period
E.S.E. $1/4$ E. $6\frac{1}{2}$ miles.

Found S.Latitude $34^{\circ}50'$ b/E Cape of Good Hope $53^{\circ}56'$

Estimated longitude $89^{\circ}7'$

According to this, the Island Amsterdam S.E. /E. 86 miles.

Calculated Course and distance in the 24 hour period . East 6 miles.

According to this the Dutch Trijal Rocks E. of N.E. 15 miles.

According to this the Christmas Island N $2/3$ E.

142 miles the Compasses showing 0 0'

the wind East b/S Breeze

Fri. 5th April

Pumped 7 inches Aft, Mid-ship 8 inches.

According to No 418 found Longitude $119^{\circ}9'$, by Asimuth Bearing $1^{\circ}54'$
N/To the West

Found S.Latitude $17^{\circ}30'$ b/E Cape of Good Hope $53^{\circ}56'$

Estimated longitude $122^{\circ}26'$

b/E Cape of Good Hope $87^{\circ}26'$

According to this the Christmas Island North 105 miles

The West corner of Java N $1/3$ W $162\frac{1}{2}$ miles

The Compasses showing due North

Sat. 6th

The wind E.S.E. and N.E. reefed mainsail breeze to topsail breeze.
Pumped with the strong pumps during the guard. Pumped 6 inches Aft,
mid-ship 8 inches.

General estimated Course and distance in the 24 hour period ...

N.N.E. $\frac{3}{4}$ E. $29\frac{3}{4}$ miles

Found S. Latitude $14^{\circ}13'$

Estimated Longitude $124^{\circ}12'$

Calculated Course and distance in the 24 hour period N.N.E. $\frac{3}{4}$
 $28\frac{1}{2}$ miles

Cape of Good Hope $89^{\circ}2'$

According to this the Christmas Island N.N.W. $61\frac{1}{2}$ miles

According to this the West hook of Java E $1/5$ E of N. 115 miles

The Compasses showing due North

Mon.n.d.

The wind E.S.E. and E. of S.E. unsteady reefed M/s Breeze.

At half past 7 according to No. 418 Longitude $127^{\circ}45'$

General Course and distance in the 24 hour period E $\frac{1}{4}$ E. of N.
32 miles

Found S. Latitude $8^{\circ}24'$

Estimated Longitude $127^{\circ}3'$

Calculated Course and distance in the 24 hour period . . N.N.E. $31\frac{1}{2}$
miles

Cape of Good Hope 91°52'
 According to this the West hook of Java N½N. of W. 80½ miles
 According to this the hook of Wynkopens mountains 23¼ miles
 According to this the Klappers Island W. of N. 20 miles
 The Compasses showing due North.
 According to this, the Island of St. Paúl S.E. ½E. 77½ miles
 Longitude according to chronometer No. 418 87° 51'42"
 Then Island Amsterdam S.E. ½E. 100 miles
 Then Island St. Paúl E. ½E. of S.E. 90 miles
 The Compasses showing 20 N/To the West

Sat 6th April General estimated Course and distance in the 24 hour period East 49¾ miles
 Estimated S. Latitude 35°52'
 Estimated Longitude 96°27'
 According to this the Island Amsterdam S of S.W. 52½ miles
 According to this the Island of St Paúl S.S.W. ½W. 37 miles
 The Compasses showing 20° N/To the West
 At the pump Aft 7 inches and Mid-ship 3 inches

FROM CAPE OF GOOD HOPE TO BATAVIA

Sun. 7th The wind W.S.W. and S.S.W. Mainsail breeze with rain. With the changing of the guards the wind Southerly. Pumped Aft 6 and Mid-ship 8 inches -
 Found Longitude at 8 o'clock
 according to chronometer No.418 97°20'4"
 Found S. Latitude 36°11'
 Calculated Course and Distance in the 24 hour period E 7/8S
 35 miles b/E Cape of Good Hope 63°48'
 According to this Danisch Roks E.N.E. ½N 230 miles
 Adjusted the Compasses from 20° to 48° N/To the West

Friday
 12 April

The wind S. of S.E. and E. of S.E. Topsail breeze. At the pump
 Aft 10 inches, Mid-ship 14 inches.
 The General Estimated Course and distance in the 24 hour period.
 E. ½N. of N.E. 41 miles.
 Estimated S. Latitude 31°49'
 Found S. Latitude 31°36'
 Calculated Course and distance in the 24 hour period N.E. ½E.
 43 miles
 Estimated Longitude 112°53'
 Cape of Good Hope 77°43'
 According to this Danisch Roks N. of N.E. 57 miles
 Adjusted the Compasses from 11° to 9° N/To the West

Sun. 14th

The swell was very high and the Ship heaved terribly. Gave the watch an extra drink on account of the wet weather, the Ship was pounded badly as a result of two swells running into each other. Pumped to 6 inches Aft and Mid-ship 8 inches.

General Estimated Course and distance in period E $\frac{1}{3}$ S. 6 $\frac{3}{4}$ miles.

Estimated S. Latitude 29°24'

Found S. Latitude 29°6'

Estimated Longitude 114°17'

Cape of Good Hope 79° 7'

Calculated Course and distance E $\frac{1}{4}$ E of N.E. 8 miles

According to this Danisch Roks N.E. $\frac{1}{2}$ E 37 miles

The North West hook of Nieuw Holland E.N.E. $\frac{1}{2}$ N 262 miles

The Compasses showing 9 N/To the West.

Wed. 17th April

The wind E. of S.E. and N. of E.

Found according to chronometer No. 418 the Longitude at half past 116 3' by Asimuth bearing 5 5' N/To the West

General Estimated Course and distance in the 24 hour period
of N.E. 24 miles

Estimated S. Latitude 25°16'

No found Latitude

Estimated Longitude 119°12'

b/E Cape of Good Hope 84°2'

According to this Danisch Trÿal Roks N.E.

The N.W. hook of Nieuw Holland E.N.E. $\frac{1}{8}$ E 162 miles

Longitude according to chronometer No. 418 117° 8' 45"

According to this Danisch Trÿal Roks N.E. $\frac{1}{4}$ N. 96 $\frac{1}{2}$ miles

The N.W. hook of Nieuw Holland E.N.E. $\frac{1}{7}$ E 187 miles

The Island Cloattes E.N.E. 137 miles

Adjusted the Compasses from 6° to 4° N/To the West

Fri. 19th

The wind E.S.E. b/S Breeze, at a quarter to 8 found according to No 418 the Longitude 118° 35'25"

by Horizon bearing found 0°30'30" N/To the West

by Asimuth found 2°50'

General Estimated Course and distance in the 24 hour period

..... E $\frac{3}{4}$ E of N. 34 $\frac{3}{4}$ mile

Found S.Latitude 22°0'

Estimated Longitude 120°52'

b/E Cape of Good Hope 85°42'

According to this the Danisch Trÿal Roks N.E. 28 miles

Adjusted the Compasses from 4°0' N/To the West to 0°0'

FROM CAPE OF GOOD HOPE TO BATAVIA

Sun. 21st The wind N.N.W. breath of wind. Found Longitude at a quarter to 8 according to No 418 118° 26' 34"
 Had Religious exercise at 10 o'clock.
 Found S.Latitude 20°1'
 Estimated Longitude 121°28'

AT THE PRINSEN ISLAND AND THE FIRST COAST OF JAVA

Tues. 30th Mistook the Klapper Island for the West Coast of Java and the coast of Java for the Prinsen Island.¹⁴³ Came to lie very well below the South/W hook of Prinsen Island.

May

ANCHORED AT THE S. WEST HOOK OF JAVA

Wed. 1st May Sent a sloop to measure the depths below the shore according to the Stretches of the S.W. Coast. Lifted the anchor and sailed 1½ miles along the shore and anchored in 18 fathoms reddish sand.

Fri. 3rd May Steered upwind to get above Cracatou.¹⁴⁴ Sighted the Island of Cracatou at sunset E. of N.

Fri. 3rd The Peak on Prinsen Island S. of S.W.
 Passed the Island Cracatou, and measured 70 fathoms with no ground, By 12 o'clock in 27 fathoms found blue clay.¹⁴⁵ Anchored at 30 fathoms. At the pump Aft 9 and mid-ship 5 inches.

SAILING AND ANCHORED IN STRAIT OF SÚNDA

Sat. 4th At 12 o'clock sighted the Islands:
 Dwars in de Weg N. of N.E.
 Búttón or Topperstraatje E. of N.E.
 The peak of Cracatou W.½N.
 At half past one we anchored at 19½ fathoms in blackish sand with shells.
 The next sightings were:
 The N.W. hook of Dwars in de Weg N.N.E.

¹⁴³ Sailors in the early 19th century still had difficulties with longitude hence some inaccurate readings.

¹⁴⁴ On the 26 and 27 August 1883 all but a small portion of the southern end of Krakatau was blown out of the sea by a volcanic explosion. Every trace of animal and vegetable life was wiped out. Where an island 4km by 8km and 800 metres high had once stood, a hole of 300 metres deep now existed in the seabed. Its effects were felt as far afield as Algoa Bay. (Huisman, Hans. 1989. Krakatau and Port Elizabeth. *Looking Back* 28 (1): 32-34)

¹⁴⁵ Type of sand related directly to the explosion on Krakatoa. (note the different spellings used for this island.)

The Varkens hook on Sumatra E. of N.
 The peak of Cracatou W. ½ N.

Saw two American Merchant ships to windward.

Sun. 5th

Steered to get above the 4th hook of Java. Saw two English Merchant ships sailing, showing flag and pennant and three other ships in front of us. At the pump, Aft 7 inches, Mid-ship 10 inches.

The Lord Inzendanz¹⁴⁶ of Anjer came on board and informed us that the Rear-Admiral Buyskes with H.M. Ship *Adm. Evertzen* and the Brig, *de Spion*, Capt. Luit. van der Loef, had passed the Bay of Anjer on the 19th April and that H.M. Corvette *Iris*, Capt. Luit. P.A. Pool, had arrived in the Bay of Anjer, and had required provisions and water and was to sail on to Batavia immediately. He did not know anything yet of H.M. Ship the *Adm. de Ruyter*, Capt. Luit. S.'t Hooft, which departed from the Cape of Good Hope at the same time as the *Evertzen*. They had lost sight of each other and of the *Iris* three days after departure. Sent the large sloop with 2 aides de camp of His Excellency the Governor General to the Bay of Anjer, with a message of notification to the Rear-Admiral Buyskes.

SAILING IN THE STRAIT OF SUNDA

Mon. 6th May

Navigated into the Bay of Anjer. 3 proas¹⁴⁷ came alongside with 27 leaguers of fresh water on board. Dropped the anchor at half past 10 to await the Sloops

Sighted the Flagpole of Anjer	S.E. ½ E.
" " " " Brabantshoedje	N.N.E. ½ E.
" " " " Toppersshoedje	E. OF N.
" " West hook of the Bay	W. of S.W.
" " East hook of the Bay	N.E.

Sailed at 3 o' clock. Came on board with 126 barrels of meat and a few vegetables, which to the surprise of the crew and troops, stretched quite far. Navigated along the Brabantshoetje to get above the point, St Nicolaas.

Thurs. 9th

Sighted the hook of Bantam.

Fri. 10th

Saw two ships in the E.S.E. H.M. Brig, *de Spion* with us, the other

¹⁴⁶The person in charge of the entrepôt.

¹⁴⁷ An Indonesian oar-driven long boat used in harbour for the transport of goods from the stores to ships at anchor. They were also used for piracy and were active as late as 1843 when Captain James Brooke waged a six-year campaign to rid the Malay coast of that scourge.

vessel had an English flag. Captain Lt van der Loef embarked and then disembarked as he had to go to Anjer for information about H.M. Ship *de Ruyter*

Sighted the Island 't Wapen van Hoom N.N.E.
 " " Menschen-Eeters Island E. of S.E.
 " " hook of Pntang S. of W.

Sailed at 12 o'clock, navigated between the Menschen-Eeter and Groot Combuis, had depths of 13 and 14 fathoms.

SAILING BETWEEN BANTAM AND BATAVIA

Sat. 11th

Sighted the Kleine Combuis E.N.E.
 " Noordhoek Edam Island N. of W.
 Measured depths of 8½ fathoms to 10, 9 and 8½ fathoms
 Sighted the Island Amsterdam N.W.½W.
 " " " Schiedam S.E.½S.
 " " " Untang E.½E. of S.
 " " " Untang Jena S.½W.

A few distinguished gentlemen of Batavia came on board.¹⁴⁸

At the pump Aft 8 inches and Mid-ship 12 inches. Lifted anchor and sailed. Navigated South towards the Klip by Onrust, passed Onrust at 2 o'clock, steered S.E. and E.S.E. and East to the Harbour of Batavia, passed the depths of 4½ and 4 fathoms. H.M. Ships, the *Adm. Evertzen*, commanded by Capt. D.H. Dietz and H.M. Corvett, *Iris* commanded by Capt. Lieut. G.A. Pool were anchored in 6½ fathoms with muddy bottom.

Sighted the Island Edam E. of N.
 " " " Untang W.N.W. ¾ W.
 " " " harbour of Batavia S.E. ½ S.

Found the Merchantship *Arinus Mazinns* under the Dutch Flag, an English war-frigate and English and American Merchants at anchor. The Capt. Luit. Groot embarked and disembarked.

Sun. 12th May

ANCHORED IN BATAVIA

Hoisted flags and pennants at 6 o'clock. At 7 o'clock the Rear-Admiral Buyskes came on board. Three light English vessels with the Attendant of Marine, flying the English flag had to take His Excellency, the Baron der Capellen, the Governor General of Dutch India, to the shore (our sloops being too heavy to pass over the bank). This took place at half past 7. Also passed H.M. Ships with the crew in the rigging and gave

¹⁴⁸Representatives of the Dutch government in the East Indies.

the salute of 21 guns to the Merchant Ship *Arinus Mazinns*. On arrival at the shore gave another salute. Sent the quarter-master of the troops to shore. Received fresh meat and vegetables for the crew and troops. Pumped Aft to 8 inches, Mid-ship 12 inches.

- Mon. 13th Started off loading the goods of the Governor General.
- Wed. 15th Unloaded the baggage of the troops. Generally cleaned the ship.
- Sat. 18th Sent the Sailors, A. Magge and J. Jonkers to the *Iris* as they had been deserted at the Cape.¹⁴⁹
H.M. Brig, Spion arrived.
 Sent the Lieut. A. Klein to shore with sealed weights from the wine store, by order of the Rear-Admiral. Received meat and vegetables for the crew every day and 11 barrels of water by proa.
 Took down the main sail and all the light stay-sails, dried and aired the sails.
- Tues. 21st Provisionally transferred the Lieut. 2nd Cl. to H.M. Corvette, *Iris*, by order of the Rear-Admiral. H.M. Ship *de Ruyter*, Capt Lieut. St Hooft, arrived in the harbour. Saluted her with 13 shots and was thanked by the *Admiraal Evertzen* with the same.
- Wed. 22nd Sent a sloop to be of assistance to H.M. ship *Adm. de Ruyter*. The sailor Larwitte and the sailor van Loon put into chains for insubordination.
- Tues. 28th The 2nd Lieut. W. Hofmeijer transferred to the Brig, *Spion*, by order of the Rear-Admiral and the 2nd Lieut. Elgenhuisen transferred from there to this ship as from June 1st.
- Thurs. 30th The carpenters busy caulking, received fresh meat and vegetables for the crew. An English Brig arrived, at the pump Aft 11 Mid-ship 13 inches.

June

- Sat. 1st June Scrubbed the bunks of the crew. An English Company Cruiser and the Dutch transport ship, *Ondememing*, Captain Marke Lels, arrived. H.M. Brig, *Spion*, Capt. Lieut. van der Loef, departed for Europe with messages.

ANCHORED IN BATAVIA

- Wed. 5th June The carpenters busy caulking the top deck. Received 20 barrels of

¹⁴⁹They had been left behind as they were ill.

- water from 2 proas. An English Corvette and Merchantship sailed. The sail-makers repaired the sails that were damaged.
- Fri. 7th The wind S.S.E. and N.N.E. still with a topsail breeze, clear sky. 3 proas with 30 barrels of water on board came alongside. Carpenters and sailmakers busy as before, painted outboard, supplied the riggings with yards for the foresails. One merchant ship went to sea and one came in.
- Sat. 8th At the pump Aft 12 inches, Mid-ship 16 inches.
Wind and weather as before, received 20 barrels of water by 2 proas. Finished with painting. An English Corvette sailed.¹⁵⁰
- Sun. 9th Raised the yards of the topgallant sail and celebrated with a parade. Received fresh meat and vegetables as well as 10 barrels of water. Had inspection of kit and weapons. Two English Merchant ships sailed out and one Company Brig anchored.
- Mon. 10th The wind E.S.E. and N.E. with a topsail breeze. Dropped the dragging anchor again in 18 fathoms of water.
Sighted the Island Edam N.E.
" " " Batavia to the South.
The crew spliced ropes and cleaned the rigging.
At the pump Aft 20 inches, Mid-ship 22 inches.
- Tues. 11th The wind S.S.E. and N.E. still, hazy sky.
Received 8 barrels of arrack¹⁵¹, 12 baskets of sugar, 10 bales of coffee, 1 bale of pepper and 5 small barrels of lard. Handed it out to the crew.
- Thurs. 13th Received orders for the crew from the Rear-Admiral.
Received coffee, sugar, pepper, lard, fresh bacon and vegetables for rations. Sent the blacksmith to the *Evertzen* to repair ironwork. –
- Mon. 17th Aired sails according to signal from the Rear-Admiral. Carpenters busy caulking in the waist (middle part of ship). The bottler, Haringlaken, put in chains on account of lending out liquor to bottling room without getting the necessary permission. Received 202 bags of coffee, 50 packets of sugar and one barrel of arrack.
- Wed. 19th The troopship, *de Vrou Alletta*, with Captain CeQuack, arrived. It

¹⁵⁰ There appears to be some preoccupation with the movement of shipping in the harbour and particularly the nationalities of those involved. There was great rivalry amongst the nations in the East and this was a way of assessing the opposition.

¹⁵¹ A strong spirit used in the East, procured from fermented palm juice and a mixture of spirits, sugar and hot water, or the fermented juice of the coco and other palms, or from rice and jaggery sugar (coarse dark sugar made from palm sap).

saluted with 9 guns and was thanked by the *Evertzen* with 7.
The cooper busy with the water casks. Spun yarn.

ANCHORED IN BATAVIA

- Sun. 23rd June The ship *Arinus Marinus*, Captain Langeveld left, being destined for China, saluted with 17 guns and was thanked by H.M. Ship *Evertzen* with 15 guns. Had a full parade at 10 o'clock. The Honourable Lord G. van den Byllards made a speech for us and the other crews of H.M. Ships who came on board for this purpose.
- Wed. 26th The carpenters busy caulking between decks, and the crew tying ropes. Three merchant ships arrived. At the pump Aft 14 inches, Mid-ship ... inches
- Sun. 30th Had a full parade with weapon and kit inspection. Received fresh meat and vegetables. Yesterday's arrestees were released with one punishment, the sailor, F. Bartell¹⁵² put in chains on account of taking away timber.
One merchant ship departed and two arrived. C.J. Predigen was dismissed from H.M. Maritime Service on this day according to decision by Rear-Admiral, Buyskes.

July

- Tues. 2nd July Received 20 barrels of water and fresh meat and vegetables by 2 proas. A Commission consisting of the Capt. Lieut. de Groot, 1st Lieutenant Dingemans and First Lieut. Langenberg came on board seeking information on 11 hampers of liquor and one barrel of salad oil. The sailor, F. Bertell was dismissed. The carpenters were busy caulking between decks. At the pump Aft 8 Mid-ship 10 inches.
- Thurs. 4th Received 100 barrels of bacon and 50 barrels of salted meat from the troopship, *de Vrou Alletta*, Captain, CeQuack for stowage. The barrels were mostly contaminated. Had to re-pack 5 barrels, as the meat and bacon had become rotten. Stored the meat and bacon in the Aft hold. Received fresh meat and vegetables from the shore. At 12 o'clock noon an American merchantship docked. Saluted to celebrate their feast of independence.¹⁵³
- Sat. 6th Put up the repaired yard-arm (the band at the outer end attached to the boom had broken) , without causing any further damage. Received 10 barrels of water by proa, sent along 10 empty half leaguers by

¹⁵² Later referred to as Bertell.

¹⁵³ Independence Day for America, celebrated since secession from the British in 1776.

government proa to be filled with water. Received refreshments for the crew. Midshipman, J.H. Pieck and the sailors, Williams and Barthier out of hospital. The sailor, Zwaan passed away in the hospital.

Sun. 7th

Had a full Parade, read the Letter of Articles to the crew. J. Boudewijn promoted to Captain and introduced to the crew on this date, by order of the Rear-Admiral, Buyskes, from H.M. Corvette *Iris*. 500 bags of coarse and 50 bags of fine gunpowder delivered. 2 merchant ships went to sea and one docked.

ANCHORED IN BATAVIA

Thurs. 11th July

Removed some old ropes, of which 50 fathoms were unusable and declared unfit for use. As the ship needed a lot of caulking work done and there not being any more available, I gave the order that 30 fathoms had to be detached to serve as work swabs for use on the ship. Received 5½ fathoms of rope as well as firewood from the supplier, van der Kaaden Hastens, sent by order of the Rear-Admiral. 20 half and 10 whole leaguers sent to the aforementioned suppliers. Five men sent to serve in the packing shed. Received 2 rolls of sail material each 47 cubits long from the *Admiraal Evertzen*, as well as 40 twists of sail thread.

The Boatswain's mate of H.M. Ship *Admiraal de Ruijter* brought on board as a detainee to be brought to judgement in front of the Council of War, the undersigned (Hermanus Hofmeijer) being nominated as president thereof. Bilge pumped to 3 and 4 inches.

Fri. 12th

At 12 o'clock the wind S.S.W., E. of N. and N.E.

The carpenters busy caulking between decks. Busy in the Longroom. Fixed the topgallant sails, the upper topgallant sails and the stay sails by yesterday. A Commission on behalf of the Rear-Admiral came on board, consisting of Capt. Lieut. J. Groot, the 1st Lieut. J. J. Dingemans and the chief scrivener, Ruloffs for inspection of the meat and bacon received from the troopship, *de Vroúw Aletta*, Captain CeQuack. They declared 29 barrels of meat and 67 barrels of bacon as unfit for consumption; received 24 half leaguers of arrack from the suppliers, van der Kaaden Hastens; this being according to the order No. 559 of 30 June 1816 by the Rear-Admiral. Busy receiving victuals for the crew for the period of two months and for the 300 troops for the period of one month.

The Mariners exercised with hand guns. Two English ships sailed, the Dutch merchant ship, *De Twee Vrienden*, Captain Pieterse, arrived here. The sailors, Smith and Lelie put in chains on account of stealing of arrack. At the pump Aft 9, Mid-ship 10 inches.

Sat. 13th

Received two proas with victuals on board as well as 3 leaguers of

arrack. The carpenters caulking between decks. The Sergeant of Marines put in chains on account of drunkenness. The chief scrivener, Ruloffs acted as bailiff for the swearing of oath of interrogation regarding the Boatswain's mate, P. Jansen. Repaired the topsails. Various English merchant ships sailed. At the pump Aft 11 Mid-ship 13 inches.

IN THE HARBOUR OF BATAVIA

- Tues. 16 July Sent the detainee, P. Jansen to H.M. Ship *de Ruyter*. At 9.30 the Council of War gathered to the sound of a one gun salute. At 10 o'clock the Commissioners, accompanied by the bailiff and the secretary went, as the normal honours were shown, and paraded on the ship H.M. Ship *de Ruyter* under command of the Captain Lieutenant, he being in charge of the procedures. These were read at the discretion of the Commissioners and transferred for approval to the Rear-Admiral. It was agreed that the detainee was provisionally to remain on the shore. The said execution having been carried out, the Commissioners returned the honours and the Council of War departed.
- Tues. 23rd Cleaned the ship and pumped bilges to 3 inches. Received rice, coffee, sugar, dried fish, pepper and vinegar as well as provisions for the sick.
- Wed. 24th 2 proas with 20 barrels of water and the government's proa with 20 half 'leggers'¹⁵⁴ arrack came alongside. The sailmakers repaired the large topsail, the carpenters made spars for the leesails. A Chinese and an English trader put to sea.
- Thurs. 25th Wind and weather as before. The Dutch merchant ship, *Dē Twee Vrienden*, Capt. Pieterse, sailed out to sea. Painted the capstan¹⁵⁵, made cotton bags. Carried out routine work. At the pump Aft; Midships 10 inches.
- Fri. 26th The wind S.E. and N.E. with a fresh breeze. Received 17 barrels of arrack for the mess and 20 barrels of water by proa in the Afternoon. At 3 o'clock the heavy bow anchor chain broke in about 3 fathoms. We immediately dropped the dragging anchor.
- Sat. 27th Wind and weather as before. Signalled to the sloop from *de Ruyter* for

¹⁵⁴One 'legger' = 582 litres.

¹⁵⁵See glossary and drawing.

assistance. We then found the bow anchor with a cable-rope.

- Mon. 29th In the afternoon the troops embarked, consisting of 136 men of the Hussars (soldiers of light cavalry regiment) and 393 men of the 2nd battalion 5th Regiment Infantry of Ligne¹⁵⁶, took over the baggage of the troops. As the day went by, received 20 barrels of water by government's proa on the order of the Rear-Admiral Buyskes. The Lord de Groot and family also embarked consisting of 537 heads altogether.
- Tues. 30th July Received a few more military articles on board. Sent 8 men altogether to hospital as sick with tuberculosis.¹⁵⁷ At 7 o'clock, we lifted anchor and sailed. Steered N. to N.E. through between the islands Enke and Enkhuisen, passed the depths of 6 to 11 fathoms of clay soil and mud. Put up all the sails that could help, the forerunner of the dragging rope was found to be badly damaged, chopped off 20 fathoms and fixed the same to the anchor again. At 12 o'clock we sighted the centre of the island, Edam N.W. $\frac{1}{4}$ N.; the centre of the island, Leijden S. of S.W.; the centre of the island, Alkmaar N. of W.; the corner of the island Crawang E.N.E. $\frac{1}{2}$ E.

FROM BATAVIA TO SAMARANG

- Wed. 31st July Steered N.E. to the depth of 12 fathoms and then N. of E to 16 fathoms. Saw the land by day and with the changing of the watch sighted the same at S.W. $\frac{1}{4}$ S. Rolled up the first reef of the topsail and set all the sails that were useful, sighted the corner of Sidarie S.E. to S $\frac{1}{4}$ S. The quartermaster, Grenteling, was put in chains because of drunkenness, dismissed and suspended and the sailor, J. Volten was appointed provisionally.
- $\frac{1}{4}$ to 5 we turned to the East, having the corner of Sidarie E. $\frac{3}{4}$ E. of S. at 14 fathoms.

August

- Thurs. 1st Aug The wind E.S.E. and S.E. breeze hazy air, at 5 o'clock made a turn to the South, hoisted topgallant sail and all others that could help. At 6 o'clock turned to the N.E. had 22 fathoms. The general course and distance was N.E. $\frac{1}{8}$ N. $4\frac{1}{2}$ miles found S. Latitude $5^{\circ}38'$.
- Estimated Longitude $124^{\circ}20'$
According to chronometer $123^{\circ}24'$
- At 1 o'clock saw the land in the S.S.E. depth 23 fathoms, kept the sails down all the time and anchored at 3.30 at 7 fathoms.

¹⁵⁶ Regular troops of the line.

¹⁵⁷ Poor diet and overcrowded conditions led to many sailors contracting consumption, a disease of the lungs.

Sighted the corner of Sidarie S.E. to $\frac{1}{2}$ E.

" " " " Pakken S.W. to W.

" " " " Crawang W. to S.

Estimated S. Latitude of 5°58'

" Longitude 124° 3'

Fri. 2nd

Prepared everything to set sail.

With 2 glasses¹⁵⁸ we sailed, set all other sails that could help, steered to get above the reef of Sidarie. Depths of 9 to 15 fathoms. The top mast of the big sail broke and was splinted.

Fri. 2nd August

Course and distance since anchoring place N.E. to $\frac{1}{4}$ E $8\frac{1}{2}$ miles

Found S. Latitude 5°58'

Longitude according to chronometer 124°16'

Threw 900 bundles of rotten stockfish and 309 bags of unusable green peas overboard according to the order of the Rear-Admiral Buyskes. The Sergeant of the Marines, B. Scholten, put in chains because of drunkenness. Passed the depths of 19 to 23 and $21\frac{1}{2}$ fathoms, let out sail as we could. 9 inches at the pump. Through Asimúth found 1° 6' N/Western.

At 8 o'clock course and direction since midday S.S.E. $\frac{1}{2}$ E $5\frac{1}{4}$ miles.

Estimated S. Latitude 5°50'

Longitude according to chronometer 124°21'

The sailor, W. Williams put in chains because of drunkenness.

Sat. 3rd

At 3 glasses we anchored for rigging, on 16 fathoms of clay ground. 12 inches at the pump.

Saw the shore but did not recognize it. Saw a brig passing in the S.W. and a three-mast ship, which we recognized as H.M. Ship *Adm. Evertzen*, Capt. Lieut. D.H. Dietz.

Sat. 3rd

Course and distance in 24 hour period S.E. to E. $\frac{1}{2}$ E. $9\frac{1}{2}$ miles.

Found S. Latitude 5°49'

According to No. 418 the Longitude 124°42'

The steward, J.G. van Dijk put in chains because of negligence in the handing out of victuals. At 5 o'clock set course for the corner of Indromaijo. A four-mast ship and a brig anchored at the quay.

FROM BATAVIA TO SAMARANG

Sat. 3rd

Lowered the sails, passed the depths of 15 to $8\frac{1}{2}$ fathoms.

At 5 o'clock anchored for $\frac{1}{4}$ of the (Túi) anchor

Sighted the corner of Indromaijo E. $\frac{1}{2}$ N.

¹⁵⁸Time measurement.

" " entrance (mouth) of the river E. to S.
 " " land behind W. to S.

At 7.30 the H.M. Ship *de Evertzen* anchored at a distance of 4 to 5 cable lengths from us.

Lifted anchor at 10 o'clock and sailed, steered to the depths of 9 to 8½, 7 to 12 fathoms, alongside the corner of Indromaijo. Raised all the sails that could be of aid. H.M Ship *Adm. Evertzen* sailed shortly after us.

Sun. 4th Passed the depths of 9 to 17½ fathoms. By day we saw H.M. Ship *Evertzen* in the N.N.W. as well as various small vessels on the windward side.
 Sighted the Mountain of Cherinon¹⁵⁹ in the South. Pumped from 18 to 16 inches.

Sun. 4th August At 12 o'clock sighted H.M. Ship *Adm. Evertzen* 1¼ miles
 General course and distance E.S.E. 15 miles
 Found S. Latitude 6°5'
 Longitude according to No. 418 125°20' 22"
 At 3 glasses sighted the Mountain of Cheribon in the S.W.½W.
 Saw H.M. Ship *Adm. Evertzen* in the North at a 3 mile distance, but eventually we did not see it any longer.
 Anchored at approximately 7 o'clock at a depth of between 20 and 11¼ fathoms. Fastened the sails.
 Sailed at 10 o'clock. Raised every sail that could be of aid. Saw vessel to leeward. 12 inches at the pump.

Mon. 5th The wind southerly and S.S.E. decreasing wind, hazy air. By day sighted the mountain of Cheribon in the S.S.W.
 Saw various proas on the shore. Found depths of 22 to 18 fathoms with clay soil. Pumped from 19 to 3 inches.
 At 6 o'clock sighted the Mountain of [illegible].....S.S.W.
 " " " " " Corner of [illegible]..... E. ¼E. of S.
 The wind S.S.E. to E. to S. Light breeze, good visibility.

Mon. 5th The general course and distance in the 24 hour period S.E.
 E. [illegible]..... miles
 Found S. Latitude 6°25'
 Longitude according to chronometer No. 418 126°13'

FROM BATAVIA TO SAMARANG

Mon. 5th At 4 o'clock sighted the corner of Pamalang in the W.S.W.½W., the most easterly land of Batang. 10 inches at the pump. The wind N.E. to

¹⁵⁹See map.

N. and N.E. Slight breeze, hazy sky. Let out sail when possible. A brig, flying a blue flag passed us to which we hoisted our flag. At sunset we sighted the corner of Samarang, the first land E. of S.E.

The Brigadier of the Hussars, Letrie died.

According to Asimuth and horizon, sighting 1°33' N/East

Tues. 6th

Deposited the corpse overboard. 18 inches at the pump. At the first watch the wind N.E. to South. At the third watch the wind easterly and variable, light to still. At half past four a brig passed to the west of us. We saw various small vessels near the shore at anchor. Sailed at 7 o'clock.

Sighted the corner of [illegible] S.E. to E.

Sighted the westerly land West

Sighted the easterly land E. to S.

Tues. 6th Aug

The general course and distance was S.E. to E. 7½ miles

Found S. Latitude 6°43'

Found Longitude according to No. 418 126°26'28"

a.m.¹⁶⁰ the wind East to N. to E. Light breeze clear with hazy sky. We anchored at 7 o'clock in depths between 20 to 10½ fathoms.

At the pump Aft 4 inches; Midships 6 inches.

Wed. 7th

The sailor, B. Fuchs, died.¹⁶¹

With the third watch the wind turned E.S.E. and S.S.E. At half past five we lifted the anchor and sailed. A three-mast English ship passed us lying to the west. Deposited the corpse overboard. Saw another ship and various small vessels near the shore.

At 8 o'clock sighted the Mountain Oenarang S¾ East

" " the Easterly of the 2 above S. to W.

" " the Westerly of the " " S.S.W.

v.m.¹⁶² the wind S.E. and E.S.E. The sailor P. Hartman released from chains. At 11 o'clock turned South.

Saw numerous ships lying in the harbour of Samarang.

Sighted the highland of Japara East

Sighted the Vissers Island E.S.E. ½ East

Found depths of 12 and 18 fathoms of clay soil.

The general course and distance E½N. 8¾ miles

Estimated S. Latitude 4°41'

Found " 4°44'

¹⁶⁰'Agtermiddag' - afternoon watch.

¹⁶¹The mortality rate was extremely high owing to the unhealthy climate in Java.

¹⁶²'Voormiddag' - morning watch.

Longitude according to chronometer No. 418 120° 0'36'

Thurs. 8th Nothing to report.

IN THE HARBOUR OF SAMARANG

Fri. 9th The English King's Corvette *Count Voluger*, left, saluting with 11 shots, we thanked them by returning the same salvo. Painted the capstan.¹⁶³ The second helmsman, Klevenlinden, was dismissed. Attached the sheet ropes of the staysail and the foresail. At the pump, 7 inches Aft and 8 inches Midships.

Sat. 10th Had the large jib-boom adjusted. Rigged the sails according to instructions from Rear-Admiral Buyskes. Received 25 Javanese¹⁶⁴ on board to serve as rowers on the guard-sloops.

Sun. 11th Wind and weather as before. Promoted the midshipman of the 2nd Class, F.H. Fischer, to the 1st Class as proposed by the Rear-Admiral. Lent a Dutch flag to the town. This was later returned. Received refreshments for the crew and gave them an extra ration of gin. Pumped the bilges.

Mon. 12th Wind as before - again S.E. and N.E. Light wind. Took down mainsail for rotation. The oarsmen and sailors exercised with handguns.¹⁶⁵ Did the necessary at the pump. 13 inches Aft and 14 inches Midships.

Tues. 13th Raised two sloops on the starboard side. Careened the ship over to the starboard side as far as possible in order to get to the leak under the foot of the foremast, which we had discovered while *en route* to Batavia. Found that the copper was loose,¹⁶⁶ patched the leak, found one of the bow-planks under the 3rd porthole was rotten. Busy repairing the rope-work on the foredeck.

Wed. 14th Wind and weather as before. The sailmakers busy with the mainsail while others were repairing ropes. Carried out routine tasks.

Thurs. 15th The wind and weather as before S.S.E. and N.E. to E. Light wind, clear

¹⁶³ See glossary.

¹⁶⁴ This is the first time that mention is made of using local labour.

¹⁶⁵ The troops were trained to prevent piracy.

¹⁶⁶ Copper sheets near the bow often wore out through abrasion with the speeding water. Those sheets near the stern were not affected as much because the water there was much less turbulent.

and hazy sky. Pumped from 13 and 12 inches to 3 and 4 inches at the bilge-pump. Received fresh meat and vegetables for the crew. Took down the small storm sail and raised the mainsail again. An English brig and merchant ship were anchored nearby. Repaired the fore topgallant mast staysail.

ANCHORED IN SAMARANG

- Fri. 16th English troopship and brig went to sea. Did some work on the booms of *de Resident* which was here for the occasion of H.M.'s forthcoming birthday. At sunset we gave a salute of 21 shots which was returned with the same number from the shore. This was for the lowering of the English flag¹⁶⁷ at this place. The carpenters were busy caulking under the poop.
- Sat. 17th The wind S.S.E. to N.E. and N.N.W. Light breeze, clear and hazy sky. At sunrise the Dutch flag was raised on the rigging with the salute of 21 shots, which was answered by this ship with the same number and Samarang was handed over to us by the English. Pumped the bilge to 3 inches. Let the crew have a washing and mending day. An English frigate and the *Zeeploeg*, Capt. N. Christiani, arrived. They saluted with 14 shots and had to be thanked from the shore.
- Sun. 18th Wind and weather as before. Aired the sails. The officers' chef,¹⁶⁸ J.H. Heijman, was put in chains on account of drunkenness. Had a weapons and kit parade.
- Mon. 19th Took the sails out of the sail store in order to air them. The officers' chef, J.H. Heijman, was released. Repaired the sails again, sent 20 half leaguers to the shore by proa to obtain water. The carpenters were busy caulking in the waist¹⁶⁹. At the pump Aft 6 inches; Mid-ship 7 inches.
- Tues. 20th Wind and weather as before. Received 20 half leaguers of water and sent 30 half leaguers back empty. An English brig and a troopship arrived to pick up troops. One of the same was already anchored. Gave a salute of eleven shots. At the pump Aft 7 inches; Mid-ship 8 inches.
- Wed. 21st The wind S.E. and N.E. Light wind, clear and hazy sky. Received 30

¹⁶⁷The Dutch took over from the English in the East Indies in 1816.

¹⁶⁸The officers and passengers had different chefs and better food than the ordinary seamen.

¹⁶⁹Midships.

half leaguers of water, gave the empty barrels to be returned by proa. The quartermaster, A. Wessels and the blacksmith, W. Aders, were arrested on account of exceeding their leave. The crew were busy knotting threads, spinning and making ropes. The carpenters were busy caulking between decks.

Permitted the arrestees and sailors to exercise with hand guns.

At the pump Aft 8 inches; Mid-ships 9 inches.

- Thurs. 22nd Wind and weather as before. Received fresh meat and vegetables as well as 30 half leaguers of water. The empty barrels were returned. The quartermaster, A. Wessels and the blacksmith, W. Aders, were released. The sailmakers busy repairing the main stay sail. The crew worked and exercised as yesterday.
- Fri. 23rd Wind and weather as above. The Colony schooner No. 15¹⁷⁰ with a convoy numbering 15, sailed to Cheribon and Tegal. The sailmakers as before. Sent water barrels, returned the empty barrels. An English merchant frigate anchored here.
- Sat. 24th Wind and weather as before. Hoisted, in addition to our flag, the Union Jack, the pennant of Prussia, the Hollansche flag of the van de Groote, the Russian flag and many others. At the same time we gave a 33 gun salute on board, a 35 gun salute on shore and again 33 salvos at sunset. Handed out an extra ration of arrack to the crew in celebration of the birthday of H.M. our respected king. The sailor, M. van Willigen put in chains. Received 30 half leaguers of water. At the pump Aft 10 inches; Midships 11 inches.
- Sun. 25th The wind E.S.E. to N.N.E. Light breeze. Received fresh meat and vegetables as well as 30 half leaguers of water, the carpenters busy repairing the small sloop which was leaking badly. The sailor, Esser, died as a result of [Roode Loop]¹⁷¹ and was taken out of the harbour. An English merchant brig anchored here.

ANCHORED IN SAMARANG

- Mon. 26th Wind and weather as before. An English Company Cruiser went to sea, saw a brig [illegible] Received 30 half leaguers of water. The marines and oarsmen exercised with handguns. A Dutch merchant brig went to sea as did the *de Zeeploeg*. Busy caulking under the poop and the

¹⁷⁰Sloops belonging to the Batavians were numbered according to the the chronological sequenced registration.

¹⁷¹Presumably some infectious disease.

crew were occupied spinning yarn.

- Tues. 27th Wind and weather as above. An English troopship and an English schooner to sea. Busy caulking in the waist. 30 half leaguers of water were received from the shore. Trussed the ropes of the new nock¹⁷² riggings and used the old ones for the sloop tackle. The baker, W. Rennik put in chains on account of overstaying his leave. Two English three-mast ships and one brig anchored here. At the pump Aft 6 inches; Mid-ship 7 inches.
- Wed. 28th Wind and weather as before. Fetched sand [illegible] Received 30 half leaguers of water. The baker, Rennik and the sailor, van Willigen released. Exercised with handguns. A few merchant ships put out to sea.
- Thurs. 29th The wind S.E. to North and N.N.W. Light wind. Overcast and hazy sky in the morning with thunder and rain. Took on fresh vegetables and meat as well as 30 half leaguers of water. Aired the sails. Put in stay battens.¹⁷³
- Fri 30th The wind S.E. and N.E. Slight breeze and hazy sky. 30 half leaguers of water taken on board. The crew were busy splicing ropes. Carried out routine tasks. At the pump Aft 8 inches; Mid-ships 9 inches.
- Sat 31st Wind and weather as before. Checked 77 barrels of gunpowder and 6 small crates of gun cartridges which had been loaded for the Colony while still anchored in Texel, on orders of the Rear-Admiral, Buyskes.

September

- Sun. 1st Sept. Wind and weather as before, received refreshment of meat and vegetables. Bilge pumped Aft 4 inches; Mid-ships 6 inches.
- Mon. 2nd Wind and weather as before. 36 half leaguers of water received. Measured the distance to the shore and found we were about 5 cable lengths from it. The depth was between 4½ and 4 fathoms. Started raising the day anchor in the afternoon. Found the back gudgeon¹⁷⁴ twisted off and cracked. Therefore used the front gudgeon to lift the

¹⁷²Part of the bowsprit.

¹⁷³See glossary.

¹⁷⁴See glossary.

anchor. Found that there was clay soil at 17 fathoms. Supplied a hawser for the English Royal Corvette *The Village*. Captain Drúrij, on a troopship and two English brigs put to sea.

At the pump Aft 5 inches; Mid-ships 6 inches.

- Tues. 3rd The wind East to N.E. and N.N.W. Topgallant sail breeze with hazy sky. Sighted the church tower of Samarang S.S.E. $\frac{3}{4}$ E. The Hook of Qualdamak N.E. $\frac{3}{4}$ W. The Hook of Caliewrengoe West $\frac{3}{4}$ N. Received 30 half leaguers of water and sent the proa back to shore. Repaired the sun canopy. Put in a new hawser line for the drawing anchor and wrote off the old on. An English brig put to sea. The 2nd carpenter, W. Jansen, placed in irons on account of fighting and brutality. Exercised with handguns. At the pump Aft 6 inches; Mid-ships 7 inches.
- Wed. 4th Sept. Wind and weather as before. Spun yarn and exercised with handguns. An English Company cruiser anchored here. The sailor, Simon Salomon passed away and the corpse was taken out to the anchorage. At the pump Aft 8 inches; Mid-ships 9 inches.
- Thurs. 5th Wind and weather as before. Received fresh meat and vegetables. Spun yarn and exercised with handguns. The carpenters busy caulking in the waist. Two English merchant ships anchored here. The 2nd carpenter, Jansen released. The fire extinguisher was tested and found to be in order.¹⁷⁵ An English merchant ship sailed. At the pump Aft 9 inches; Mid-ships 10 inches.
- Fri. 6th Wind and weather as before. Pumped to 2 and 3 inches. The English Corvette *The Voltage* anchored here. An English troopship with troops put to sea.
- Sat. 7th Wind and weather as before. Had a number of men sick with a very infectious virus according to the report of the surgeon. With the Lieut. Col. Kraijenhoff¹⁷⁶ in agreement, the most dangerous of the ill troops were put in the infirmary in the same manner as was done in Batavia. Rear-Admiral Buyskes was notified and a further seven of the sick were sent to the hospital. A Norwegian and English brig sailed. Had sewing and washing day. At the pump Aft 8 inches; Mid-ships 4 inches.
- Sun. 8th The wind S.E. and N.E. Light breeze with clear sky.

¹⁷⁵Fire on board was always feared and regular inspections of the fire equipment took place.

¹⁷⁶The chief surgeon.

The sailors M. de Jongh and N. Bakker sent to the hospital. There was only one hospital building and no doctors or medicines.

Read the Letter of Articles and had a full parade. Checked kit and weapons. Fresh meat and vegetables received.

At the pump Aft 4 inches; Mid-ships 5 inches.

- | | |
|------------------|---|
| Mon. 9th | Weather and wind as before. Aired the sails and took spare sails out of the store, aired them as well as signal flags and other flags.
At the pump Aft 5 inches; Mid-ships 6 inches. |
| Tues. 10th | Weather and wind as before. Scrubbed the bunks of the crew. Found the mid-topgallant foresail in pieces. A native vessel anchored here. The English Corvette <i>The Voltage</i> put to sea.
At the pump Aft 6 inches; Mid-ships 8 inches. |
| Wed. 11th | Wind and weather as before. Sent four men to the infirmary, whence we received the report that the sailor, C. Laman, had passed away. The same was buried on land in a coffin. Took down the fore cross yard of the topgallant sail as well as one stay sail. Took down the fore stay sail and put a new [illegible] up. Brought the riggings [illegible] again in the Afternoon. The sailmakers busy checking the bulwark and the stun sails. Fixed some of the main sheets on the mizzen riggings, tarred the decks on the poop. A Dutch brig and a Dutch coaster arrived.
At the pump Aft 7 inches; Mid-ships 8 inches. |
| Thurs. 12th Sept | Wind and weather as before. Received fresh meat and vegetables. Two English Merchant ships put to sea. Raised the foresail rigging and the mainsail rigging. Fitted the bow yard arm and made new battens for the mizzen sail.
At the pump Aft 8 inches; Mid-ships 9 inches. |
| Fri. 13th | The wind S.E. and S.S.W. to N.E. and N.W. Light wind with clear but hazy sky. Pumped the bilge to 2 and 3 inches. Put up the stay riggings fore and aft. Tied the new struts for the mizzen beam. The carpenters caulked under the hull of the ship. Fetched six half leaguers of water daily with the sloop. |
| Sat. 14th | Wind and weather as before. The 2nd carpenter, W. Jansen, put in irons on account of drunkenness. An English brig put to sea. The death of the quartermaster, F. Prenteling in the hospital, was reported. A coffin was supplied and he was buried on land. |
| Sun. 15th | Weather and wind as before. Two brigs and two coasters, under the Moorish flag put to sea. Received fresh meat and vegetables. A schooner and a brig under the Dutch flag, arrived. The sailor of the 1st Class, N. Bakker passed away in the infirmary. Had him buried. Held a kit and weapons inspection. |

At the pump Aft 5 inches; Mid-ships 6 inches.

- Mon. 16th Wind and weather as before, scraped and tarred the outer edge of the poop deck. Fetched the daily required drinking water with the sloops. The sailor, H.M. Grommair put in irons on account of fighting. The 2nd carpenter, W. Jansen, dismissed. The cooper busy making buckets. *Spun Yarn*, a Moorish brig, anchored here.
At the pump Aft 7 inches; Mid-ships 8 inches.
- Tues. 17th Wind and weather as before. Aired the kit. Carried out routine tasks.
At the pump as before.
- Wed. 18th Wind and weather as before. Aired the sails. The sailor, H.M. Grommair, dismissed.
At the pump Aft 7 inches; Mid-ships 8 inches.
- Thurs. 19th Wind and weather as above. Made swabs for caulking. The sailors, M. Bakker and C. Brouwer felt ill and the constable mate, J. Baljeu and sailor, [illegible] out of hospital. Received fresh meat and vegetables.
- Fri. 20th The wind S.S.E. to North. Light wind with a clear and hazy sky. Pumped the bilge to 2 and 3 inches. A merchant ship sailed out of the harbour and another one berthed.
- Sat. 21st The wind and weather as before. Had washing and sewing day. The sailor, C. Cornelisse, put in irons on account of drunkenness and being suspected of theft. At the pump, Aft 3 inches; Mid-ships 4 inches.
- Sun. 22nd Sept Wind and weather as before. Had full parade, inspected kit and weapons. Three Dutch merchant ships arrived. Fresh meat and vegetables received.
- Mon. 23rd Wind and weather as before. The sailor, A.E. Ardig, passed away on the way to the hospital. The sailor M. de Jongh and the sailor, C. Cornelisse dismissed and the carpenter arrested as he was accused that the theft had taken place with his knowledge. Storm clouds gathered in the evening in the S.S.E. with thunder, lightning and rain.
- Tues 24th Wind and weather as above. Dried the sails. Exercised with handguns.
At the pump Aft 6 inches; Mid-ships 7 inches.
- Wed. 25th Wind and weather as before. The sailor, J. Colladour sent to hospital and the sailor, D. Hemmer out of hospital. Received 125 pieces of dried fish, 234 bags of rice, 7 baskets of sugar, $\frac{1}{4}$ bag of pepper, 20½ bags of coffee and 1 barrel of vinegar.
At the pump Aft 7 inches; Mid-ships 8 inches.

Thurs. 26th Weather and wind as above. Received fresh meat and vegetables. Repaired the rigging and the bulwark ¹⁷⁷planks. Fetched water daily with our sloops. Exercised with the handguns. At the pump Aft 9 inches; Mid-ships 10 inches.

Fri. 27th The wind S.S.E. to East, N.N.W. Topsail breeze with hazy sky and good weather. A Dutch ship put to sea. Fetched required drinking water daily with our sloops. Pumped the bilge to 2 and 3 inches. Busy caulking on port side under the main deck. Carried out routine tasks.

ANCHORED IN SAMARANG AND SAILING

Sat. 28th Wind and weather as before. Had washing and mending day for the crew. The carpenters worked in the waist of the ship. Received orders from the Rear-Admiral to send two men to Sourabaija. At the pump Aft 5 inches; Mid-ships 6 inches.

Sun. 29th Wind and weather as before. Raised topsails and prepared to set sail. The sailor, H. de Jager put in irons on account of stealing the wine for the sick. A Dutch brig arrived. At the pump Aft 5 inches; Mid-ships 6 inches.

Mon. 30th Wind and weather as before. Lifted the dragging anchor and dropped the day anchor. The cable broke and had to be spliced again. Put the tiller in place. The sailors, P. den Metering and J.P. Jansen, back on board from hospital. C. Broúwers and H. Brinkman remained in hospital under supervision of the harbourmaster, R. Stedman Veer, and by order of the Rear-Admiral Buyskes. The sergeant-at-arms, G.J.H. Rhode, H. Bakker, J. Lindeman, D. van Essenvelde, J.C. Madser, J.E. Ardeš and Jacobus de Haan all boarded the ship. Closed all the accounts and sent the same to the Rear-Admiral. The 25 Javanese disembarked. The midshipman 1st Cl. J.H. de Gelder was arrested on account of overstaying his leave on shore. At the pump Aft 10 inches; Mid-ships 9 inches.

October

Tues. 1st October The wind E. and S. and E.S.E. with drifting clouds in the sky. Sailed at one o'clock. Raised every sail that could help. Stowed the anchor. First steered E. of N. and then N. of N.E. Gradually measured the depth at 4½ fathoms which slowly became deeper getting to 16 fathoms of blue mud. Increased and decreased sails as required. At the pump as before. The wind E.S.E. and E. of S.E. and increasing, with hazy sky. Took in the 2nd reef of the topsail.

¹⁷⁷ See glossary.

Steered N.N.E. and E. of N.E. then E.½N. The foresail was torn and had to be repaired.

FROM SAMARANG TO SOURABAIJA

Tues. 1st

At half past five the breeze decreased. Let out the reef of the topsail again and increased the sail in general. Saw the high mountains of Japara by day in the S.E. and the mountain, Maria, in the E.N.E. Found the depth between 20 and 6¾ fathoms. Brought topgallant sail down. The smith, W. Adem, put in irons on account of fighting. Gave an extra drink to the crew as they had worked very hard during the night.

At 6 o'clock sighted the hook Tanjung Piering N. of E.

"	"	"	De Roode Hook	N. of E.
"	"	"	Púloe Mandelique	N½ of E.

At the pump Aft 9 inches; Mid-ships 7 inches.

a.m.¹⁷⁸ the wind S.S.E. to N.N.W. and E.N.E. Weak b/s to m/s breeze. Steered E.N.E. Let out sail as necessary. At 10 o'clock the wind E.N.E. resulted in us running¹⁷⁹ before the wind. Anchored in 6 fathoms with blue clay soil. 9 fathoms to 15 fathoms of the day anchor hawser let out. The sailor, M. de Jager punished and dismissed. Measured depths of 7, 6¾, and 6 fathoms of clay soil.

Sighted Púloe Mandelique N. of E.

The height of the mountain Maria E.S.E.

De Roode Hook E.S.E.

At the pump Aft 9 inches; Mid-ships 10 inches.

p.m.¹⁸⁰ the wind E.N.E. to S.E. and S.S.E. Light breeze, clear sky.

The time for the changing of the guards. Lifted the anchor and set sail.

Raised every sail that could help. At the pump as before.

Saw Corimon Java in the N.N.W.½W. at sunset.

The wind S.E., S. of E. and S.S.E. Fresh breeze with clear sky. Let out as much sail as necessary. Measured the depths from 7 to 27 fathoms.

An extra drink issued to the crew. At the pump as before.

Wed 2nd Oct

The wind S.S.E. to E. of S. Fresh breeze, hazy and overcast sky. Decreased and increased the sails as necessary, measured the depth at 30 fathoms. The wind W. of S. and S.S.W. Irregular fresh breeze with drifting clouds. Sighted the high mountain, Lassem, in the South and S.½W. Measured depths of 22 and 26 fathoms of clay.

¹⁷⁸In the morning.

¹⁷⁹Sailing term meaning that the wind is directly from behind.

¹⁸⁰In the afternoon.

At the pump Aft 10 inches; Mid-ships 11 inches.

a.m. the wind E. of S. to S. b/s breeze with clear sky. Let out sail as necessary. At 12 o'clock found depths of 31 fathoms. Turned South. Pumped bilge from 18 inches. The general course and direction at noon was East $\frac{1}{4}$ S. 17 miles.

Estimated Southern Latitude 6°20'

Found S Latitude 6°10'

p.m. the wind southerly, East to S.E. and E.N.E. fresh breeze, clear sky, with depths of 19 to 23 fathoms clay soil. Added top staysails.

At the pump Aft 12 inches; Mid-ships 13 inches.

The wind East and N.E. with fresh breeze and hazy sky. Passed depths of 22 to 4 $\frac{3}{4}$ fathoms of clay. Pumped the bilge to 7 and 6 inches. Anchored in the last depth before the harbour.

Were within the hook of Oúmer-oúnen by a quarter to eight.

First Watch. The wind East and S.S.E. breath of wind, hazy sky.

At the pump Aft 11 inches; Mid-ships 12 inches.

Thurs. 3rd.

Second Watch. The wind South and E. of S. Weak breeze.

At the pump Aft 17 inches; Mid-ships 16 inches.

Noticed that while sailing more water than usual was coming in at the seams above the water line.

Third Watch. The wind southerly to S.W. Topgallant sail breeze with clear sky. Anchored at 4 o'clock. Raised the necessary sails. Steered S. to [illegible] the [illegible] if possible. Saw the mountains of Toeбан in the S.E.

Passed the depths of 5 to 9 fathoms. Pumped the bilge from 18 to 5 and 6 inches respectively.

a.m. The wind southerly to E.N.E. and to S.E. Light wind with hazy sky. The 1st carpenter provisionally released from irons to take care of the bowsprit. Hoisted flag and pennant. At 12 o'clock sighted [illegible]. Passed depths of 7 to 17 fathoms.

At the pump Aft 8 inches; Mid-ships 9 inches.

FROM SAMARANG TO SOURABAIJA

Thurs. 3rd Oct

a.m. the wind S.E. Unsteady topgallant sail breeze with clear sky. Put about¹⁸¹ towards the South. Depth of 24 fathoms, steadily taking soundings to 6 $\frac{3}{4}$ fathoms. Various native ships passed us. At the Cape of Pancas saw a schooner anchored under the Dutch flag.

At the pump Aft 11 inches; Midships 12 inches.

At 4 o'clock took the bearings of Oedjoong Paula as S.E.E.

¹⁸¹ Sailing term meaning turning into the wind to proceed on another tack.

p.m. the wind N.E. and N.E.E. b/s breeze with clear sky. Hailed a native brig coming from Sourabaija heading for Samarang. At the Cape of Oedjoong Pancas the Dutch flag was flying at half-mast and later on hanging very low as this was the signal for the pilots to come out. Fired two shots for the pilot.¹⁸²

At 5.30 anchored in a depth of 5 fathoms with blue clay soil. The bow anchor was in 10 fathoms of water. Fastened the sails.

Pumped from 15 and 16 inches to 3 and 4 inches.

Took a bearing on the Cape of Kaleizer W. to N. $\frac{1}{4}$ N.

" " " " Oedjoong Panca S. to W. $\frac{1}{4}$ W.

About $\frac{1}{8}$ mile off-shore, outside the mouth of the Menaric River. Saw the houses at Zidaijne.¹⁸³

E.W. The wind N.E. to N. and N.E. to E. b/s breeze. Overcast sky.

Fri. 4th

From the night to the Afternoon, the wind S.S.W./S. and S.S.E. b/s breeze with clear sky. At sunrise the pilots, H. Widemeizer and J. Puúlie, came on board. Weighed the anchor and sailed further around to the East. Moored towards the seabank of Madurá. Dropped bow anchor at 4 fathoms into mud soil, since the day anchor came up fouled. Pumped from 12 and 11 inches to 3 and 4 inches.

This Afternoon until midnight wind N.N.E. to East.

Sailed at 1 o'clock, steering S. of E. and S.S.E. Sounded the depths from 4 fathoms to 24 fathoms of mud soil. At 2 o'clock dropped anchor in front of the Ford Lodewijk.¹⁸⁴

IN THE STRAITS OF MADURA

Fri. 4th

Measured 4 fathoms with mud soil using the bow anchor.

Took a bearing on the flagpole of the Ford Lodewijk S.E. $\frac{1}{2}$ S.

Took a bearing on Paganado Hill on Madura E. $\frac{3}{4}$ S.

Took a bearing on The Cape of Paula N.W. $\frac{1}{2}$ N.

Let out the main rigging.

At the pump Aft 13 inches; Midships 14 inches.

Sat. 5th Oct

A.M. From midnight to noon the wind E.S.E. to S. and S.S.W. Light b/s breeze with drifting clouds. At 8 o'clock weighed the anchor and let her float around to the East. At 10 o'clock dropped the bow anchor into 5 fathoms of water. Then took bearings on:

The West Hook of Manarie S.W. $\frac{1}{2}$ W.

The Middle of Fort Lodewijk S. $\frac{1}{2}$ E

¹⁸²The waters in this area were dangerous and required the services of local expertise.

¹⁸³ West of the Straits of Madura.

¹⁸⁴The Fort guarded the entrance to the river which was navigable only in a narrow channel.

The West Hook of Madura S.S.E. $\frac{1}{4}$ E.

Two native brigs dropped anchor near us.

Pumped the bilge empty from 20 to 2 and 3 inches.

From noon to midnight the wind E.S.E., N.E., S.E. and E. Fresh b/s breeze. At 00.30 o'clock whilst busy weighing the bow anchor, the rope broke and we could not stop. In view of the good opportunity and also to pass [illegible], we consequently entered Lootsmans Desire [*Lootsmans Begeerte*] around S.E.S. and S.S.W. at 4.30 o'clock dropped anchor. The depth was $6\frac{1}{4}$ fathoms with blue clay soil. A bleak wind was blowing. We attached a heavy rope onto the same anchor which enabled us to lift it. Appointed a commission to inspect the ropes, consisting of First Lieutenant A. Dekker, J. H. Hofmeijer,¹⁸⁵ the Skipper J. Boudewijns, the First Gunner C. Herwaker, who in front of me inspected the broken rope and concluded that only the stern rope was still usable. Passed the depths of 4 to 9 and $6\frac{1}{4}$ fathoms with clay soil.

De-spliced the heavy anchor rope.

Took a bearing on the Hook of Sandelong N. to E. $\frac{1}{2}$ E.

Took a bearing on the Hook of Manaris N. $\frac{1}{4}$ W.

Took a bearing on the Flagpole of Grissee Z $\frac{1}{2}$ E.

IN THE STRAITS OF MADURA

Sun 6th.

The wind E.S.E. to S. and S.S.E. b/s breeze with clear to hazy sky. Put the tackle on the bow anchor. At 8 o'clock lifted the anchor that was found fouled. Let ship sail with the same sails. At 9 o'clock passed Grissee. Measured depths of $6\frac{3}{4}$ to $12\frac{1}{4}$ fathoms with clay soil. At 12.30 o'clock dropped anchor at the last depth and soil.

Anticipated seeing H.M.S. *Adm. De Ruijter* at Sourabaija. Had the Letter of Articles read, and the following promotions were made:

The Sailor 1st class J. Velten to Paymaster

The Sailor 2nd class H. Verhagen to Sailor 1st Class

The Sailor 2nd class F. Nieuwboom to Sailor 1st Class

Cut eight fathoms off the bow anchor rope which was completely unfit for use. During the Afternoon the bow anchor dragged when the breeze picked up to 28 knots.¹⁸⁶

At the pump Aft 11 inches; Midships 12 inches.

Mon. 7th Oct

The wind east to S. of E. and W.S.W. and light with a b/s breeze and

¹⁸⁵Hermanus Hofmeijer's son.

¹⁸⁶See glossary.

clear sky. Weighed anchor at 5 o'clock in the morning and let her drift, since the current had pushed her too much towards Madura.

Dropped the anchor, weighed the anchor again and drifted towards the mouth of the river of Sourabaija, where we dropped anchor at 9 o'clock in $8\frac{1}{2}$ fathoms with a muddy bottom. Had passed depths of $11\frac{3}{4}$ to 7 fathoms. When dropping the anchor took a bearing on the east jetty of the River Sourabaija:

The flagpole of Grisee W.N.W.

The Centre of the Location Kame N.W. to N.

Finally anchored closer to the shore in 7 fathoms and mud.

Sighted the centre of Location Kame . . N.N.W., E.S.E. and W.N.W.

Sighted the centre flagpole of Grisee N.N.W. $\frac{1}{2}$ W.

Sighted the east jetty of the River E.S.E. $\frac{1}{2}$ S.

The pilots disembarked. We found H.M.S. *Adm. de Ruijter*, Merchantman *De Vrouw Aletta*, Captain CeQuaak, the *Ondermeming*, Captain M. Lels, *The Alúnora*, Captain Brandligt, and several small vessels.

IN THE ROADSTEAD AT SOURABAIJA

- | | |
|---------------|---|
| Tues. 8th | A light S.E. and E.S.E. wind. Fresh topgallant sail breeze with hazy sky. Removed the square sails, dropped the topgallant sail and took in the extension of the bowsprit. The two sailors who had been detained were set free with a verbal warning.
Pumped ship to 3 and 4 inches. |
| Wed. 9th | The wind E.S.E. and weather as before. Unrigged the mizzen mast as well as the main topyard. Despatched 8 sick persons to the hospital. As requested 2 local supervisors and 24 Javanese arrived on board to serve as oarsmen on the sloops so that we could collect victuals for the ship's company. Despatched empty casks to the shipyard to be stored in the warehouse and to be repaired by our coopers.
At the pump Aft 6 inches; Midships 7 inches. |
| Thurs. 10th | Wind and weather as before. Sent a patient to the hospital. Received victuals of meat and vegetables for the ship's company. Derigged the fore-topmast and despatched various spars to the shipyard to be stored in the warehouse. Despatched for the same reason two proas with used running rigging. Collected the repaired old sloop from the dockyard. Took down more rigging.
At the pump Aft 7 inches; Midships 8 inches. |
| Fri. 11th Oct | Wind and weather as before. Took off the mizzen yard and the ring for the yard at the top of the lower mast. Lowered the old yards to half-mast and de-rigged. Had the big sloop collected from the shipyard and |

had rigging prepared for her. The 2nd Mate, Klevenhuisen, put into irons because of negligence.

At the pump Aft 9 inches; Midships 10 inches.

- Sat. 12th The wind Easterly with light to fresh b/s breeze. Clear sky. Sent 2 sailors to the hospital. Took down the main and foresail riggings. Shipped some of the worthless spars to shore. Sent two vessels of the Port Captain back to shore as I felt they had less rigging than was required. Was given rigging to salvage the anchor that was lost on the 3rd of this month near Fort Lodewijk. The 2nd Mate, Klevenhuisen, released. At the pump, 10 and 11 inches.
- Sun. 13th The wind E.S.E. Fresh breeze as before. The Boatswain's mate out of hospital. Called for Captain M. Lels of the Merchantman *De Onderneming* and had him put into irons in view of his extreme impertinences against his officers.¹⁸⁷ This was reported to Rear-Admiral Buyskes. Received meat and vegetables for the ship's company. At the pump, 12 and 13 inches.
- Mon. 14th Wind and weather as before. Four proas from the shipyard were taken on board. Some sails and running cordage as well as some spars were despatched to the warehouse. Pumped the ship dry.
- Tues. 15th The wind S.W. to E.N.E. Quiet with b/s breeze. Hazy sky. Prepared the main yard to hoist the cannon¹⁸⁸ and prepared the ropes to salvage the anchor.
- Wed. 16th Wind and weather as before. Despatched a sailor to the hospital. Shipped the guns and accessories, which were taken over from H.M. Brig *De Spion* in the roadstead at Batavia, to shore on four proas. At the pump Aft 8 inches; Midships 7 inches. Did day and night shifts every day.
- Thurs. 17th Oct The wind W.S.W. and E.N.E. Fresh b/s breeze with clear hazy sky. The recovered anchor despatched to the yard and put ashore. Received meat and vegetables for the ship's company, and another 2 proas for our use. At the pump Aft 10 inches; Midships 11 inches.

¹⁸⁷ It is interesting to note that even captains were subject to disciplinary action.

¹⁸⁸ Blocks and pulleys were used to lift heavy armoury and cargo on board.

IN THE ROADSTEAD AT SOURABAIJA

- Fri. 18th Wind and weather as before. Shipped artillery goods and ship's provisions to the warehouse by proa. Shipped the gunpowder to the powder magazine at Simpang Beach. The remaining guns and gun mountings, as well as the broken aft-capstan, were despatched in 2 proas to the ship yard. The Sailor 2nd Class, A ven der Steen, died in hospital.
At the pump Aft 13 inches; Midships 14 inches.
- Sat. 19th Wind and weather as before. Carried out a general clean-up of the ship. Shipped pikes and boarding axes to the warehouse. Despatched the skipper and some men to the warehouse to store goods. Had the Quartermaster's Mate put into irons since some men working under his supervision on the shore were missing. 2 Colonial cruisers arrived and ditto merchantman *De Oudemering* sailed. Pumped ship empty.
- Sun. 20th Wind and weather as before.
Received fresh meat and vegetables. Sent 3 sick men to the hospital. Inspected the weapons and had kit parade. An English Merchantman arrived.
At the pump 9 and 10 inches.
- Mon. 21st Wind and weather as before. Took the heavy cables from the steerage and wet them, [illegible] The Quartermaster's Mate released from the irons in view of sickness. Repaired the sun canopies and cooling sails.¹⁸⁹
- Tues. 22nd As before. Lowered the cables. H.M.S. *Nassau*, Captain Sloterdijk, arrived here in the roadstead and he brought back with him 3 men left behind in the hospital at Samarang. A sailor, J Roepen, charged by the Merchant Captain CeQuack, of the ship *De Vrouw Alette*. He was collected from the same and put into irons.
- Wed. 23rd The wind W.S.W. to East and E.S.E. Topgallant sail breeze with clear sky. Despatched 4 proas with empty barrels and the captain's requirements to the warehouse. Lifted the rudder and hung it against the side.
At the pump 14 and 15 inches.
- Thurs. 24th Oct Wind and weather as before. Embarked. Six proas took all the empty casks to the warehouse. Despatched the rudder and the emergency anchor to the shipyard in a heavy vessel.
Emptied the water casks to the maximum, causing the ship to go

¹⁸⁹Strung up between decks to provide shaded areas for the crew.

to 19 inches Aft and Midships to 20 inches.

- Fri. 25th Wind and weather as before. Shipped the remaining victuals in 4 proas, emptied more casks and pumped to 13 and 12 inches. An English Company Cruiser arrived. The sailor 1st class, J. Schoondeberg, passed away in the hospital.
- Sat. 26th Wind and weather as before. Shipped empty casks to shore in 7 proas and the remaining victuals, as well as some rigging, to the warehouse. Poured the water into the aft hold and pumped to 9 and 14 inches, Cleaned the main hawser.¹⁹⁰
- Sun. 27th Wind and weather as before. Received fresh meat and vegetables. Carried out a general clean-up. H.M. Ship *Nassau* departed from here, destined for Banzer Nassing in Borneo. The pump as before.
- Mon. 28th Wind and weather as before. Despatched 2 proas with empty casks to the warehouse. Demolished the [illegible] in the holds which were for the greater part decayed. Commenced cleaning the holds. Pumped as before.
- Tues. 29th Wind and weather as before. Let 30 inches of water run into the ship and cleaned the holds. Despatched the carpenters to shore to remove the copper from the rudder. The boatswain, of the merchantman *De Vrouw Aletta*, was returned to the same ship. Pumped empty and again let run 30 inches of water into the ship.
- Wed. 30th The wind W.S.W. and S.W. and E.N.E., Quiet b/s breeze with clear and hazy sky. Despatched men to the warehouse to salt the bacon and meat. The copper from the rudder was successfully removed. Let water run through the ship to clean her and let 30 inches run in again.

IN THE ROADSTEAD AT SOURABAIJA

- Thurs. 31 Oct. Wind and weather as before. Despatched men to the warehouse daily to work on the victuals. Collected water daily. Pumped the ship empty and let 30 inches of water run in. Knotted threads and picked oakum.¹⁹¹ 2 men back from the hospital. Received victuals for the ship's

¹⁹⁰ These tended to become encrusted with seaweed and molluscs.

¹⁹¹ Loose fibre obtained by picking old rope to pieces and used in caulking - common task of convicts and paupers.

company.

November

- Fri. 1st Nov. The wind south and S.E. with b/s breeze and hazy sky. Despatched the remaining invalid's food¹⁹² to the warehouse. Pumped the ship empty and let 30 inches of water run through. An English Company cruiser sailed. Carried out routine tasks.
- Sat. 2nd Wind and weather as before. Turned over and aired the barley on shore. Two men back from the hospital. Pumped the ship empty and again let in 30 inches. Turned the rigging ropes over from time to time. The water in the ship remained as black and stinking as before.¹⁹³ Two Dutch merchant ships sailed and one arrived. Have seen H.M. Ship *Admiral Evertzen* dropping anchor at Grisee. Pumped to 5 inches.
- Sun. 3rd. Wind and weather as before, received victuals. H.M. Ship *Admiral Evertzen*, Captain D.H. Dietz, arrived here in the roadstead and I handed-over the command to him which he accepted as from this evening. I have done day watch duty. Let 30 inches run in.
- Mon. 4th Nov. Wind and weather as before. Heavy thunderstorms. Pumped the ship empty and let 30 inches run in. Carried out routine tasks. The sergeant of the marines put into the irons because of drunkenness.
- Tues. 5th The wind W.S.W., S.W. to S.E. Topgallant sail breeze with hazy sky. Lightning occurred during the evening. Had men in the warehouse daily to work on the victuals. Pumped ship empty and again let 30 inches run in.
The sailor, Nieuwboom, back on board from the hospital.
- Wed. 6th Wind and weather as before with thunder and rain during the evening. The men picked oakum and knotted thread. Pumped ship empty and again let 30 inches run in. The sergeant of the marines released from the irons.
- Thurs. 7th Wind and weather as before. Received victuals. 2 recovered men back from the hospital. The officers' boy, H. Brinkman, died in the hospital. Pumped as before and let 30 inches run in.
- Fri. 8th Wind and weather as before. Cleared rope of twists. The paymaster, A Wessels, put into the irons because of disobedience, released again

¹⁹²A special diet was carried on board for those who fell ill.

¹⁹³It would appear that even while moored in the harbour there was a fair amount of seepage.

during the evening. Carried out routine tasks.

Sat. 9th Nov

Wind and weather as before. [Illegible] request and on instruction of the Rear-Admiral Buyskes, a commission came on board in order to visit the ship and to make a calculation or a statement regarding the costs of the rebuilding and the parts that were in bad repair. The mentioned Commission consisted of:-

The Captain Commander Colonial Marines, Schutt

The Resident of Grisee, W. de Groot,

The ex-Captain of the East Indian CompanyJ. Cobson

Ditto W. Boubergen

The 1st Builder Jonkers

The 2nd Builder Van der Does

The inspection was held in the presence of the undersigned and the 1st Officer, A. Dekker.

The Sergeant and the Corporal of the Marines put into irons for neglect of duty. Pumped to 7 inches.

Sun. 10th

Wind and weather as before. Received victuals. Men arrested yesterday were released. Had a parade as well as a weapon and kit inspection. Had the Letter of Articles read.

At the pump 4 inches.

Mon. 11th

The wind W.S.W. to S.E. Topgallant sail breeze. During the evening the wind N.W. and E.N.E. Showery with thunder and lightning. Inspected the fire extinguisher and found it to be in order. Received from the Resident of Grisee a new [illegible] 80 fathoms long. A Javanese supervisor and 30 Javanese caulkers arrived on board to caulk the decks to prevent seepage of the rain from the western monsoon as much as possible. They started working on the poop deck and covered open areas with tarpaulins to prevent seepage. Repaired the sun canopies.

Tues. 12th

Wind and weather as before. Despatched a sick man to the hospital. The caulkers on board as mentioned before, repaired buoy ropes. Put the [illegible] rope through the main anchor hawser[illegible]. Positioned W.S.W. and E.N.E.

Wed. 13th

Wind and weather as above, with rain. Repaired the damage to the masts. Despatched the cooper every day to the warehouse to repair the casks. The caulkers as above. The sailor C. Presber(?) was sick and sent to the hospital. [Illegible] put the old mooring rope in. At the pump 11 inches. Paid the ship's company for a quarter.¹⁹⁴

¹⁹⁴Wages were not paid daily or weekly.

Thurs. 14th	Weather as above with thunderstorms. Received victuals. A Merchantman brought some of the possessions of the men that had died in hospital at Samarang. ¹⁹⁵ The caulkers on board as above. Carried out routine tasks on board ship. At the pump 11 inches.
Fri. 15th Nov.	Wind and weather as above. Despatched a sick man to the hospital. The cooper and caulkers as before. Sold the inheritance of the deceased.
Sat. 16th	As before with rain. Cooper and caulkers worked as above. Routine work. At the pump 12 inches.
Sun. 17th	Wind and weather as above. Heavy thunderstorms. Ran up the flag, the jack and pennant half-mast, as a visible mark of honour to the corpse of the deceased Captain Lieutenant J. 't Hooft who commanded H.M. vessel <i>Admiral de Ruijter</i> . The funeral was at 5 o'clock in the afternoon. Nine minute guns were fired from the mentioned H.M. vessel and the flags were hoisted again. The Merchantman <i>Aurora</i> , Captain Brand, departed lightly loaded for Batavia. Received victuals. The sailor, Vermeulen, put into irons because of irregularities.
Mon. 18th	The wind N.W. to West and S.E. Light b/s breeze. 33 caulkers and a Javanese supervisor on board working at the quarter-deck and the gangways. Received two drums of pitch ¹⁹⁶ following the example of H.M.S. <i>Admiral Evertzen</i> . Hoisted the Prussian flag from the foremast, the Dutch flag from the mainmast and the Russian flag from the mizzenmast at 9 o'clock for the birthday of our Queen. During the afternoon H.M.S. <i>Admiral Evertzen</i> fired a 21 gun salute. Handed out an extra tot to the crew. The sailor, E. Vermeulen, punished and released. Two men back from the hospital. At the pump 13 inches.
Tues. 19th	Wind and weather as before. Cooper and caulkers worked as before. The sailor, L. Zeeman, put into irons because of exceeding his leave of absence. Did the necessary at the pump 13 inches.
Wed. 20th	Wind and weather as above. Cooper and caulkers worked as before. Saw H.M.S. <i>Nassau</i> , Captain Slotendyk, drop anchor at Grisse. The sailor, W. Quaerenbaan, put into irons because of exceeding his leave of absence.

¹⁹⁵Uncertain of this translation. It seems strange that the deceased sailors were not buried either at sea or in Samarang.

¹⁹⁶Used for caulking.

- Thurs. 21st Wind and weather as before. Cooper and caulkers as before. They were ready to start work on the upper deck. Received victuals. At the pump 14 inches.
- Fri. 22nd Wind and weather as above. Caulked the new planks on the port side. A sick man was sent to the hospital. The cooper went to the warehouse. Carried out routine tasks. At the pump 15 inches.
- Sat. 23rd Wind and weather as before. The caulkers started in the waist and the cooper worked as before. Received 2 drums with pitch and 200 nails from the shipyard. Have seen H.M. Corvette, *Iris*, Captain Lieutenant J. Groot, anchoring at Grisse. At the pump 16 inches.
- Sun. 24th Nov. The wind South to East and N.N.E. A light breeze with clear sky. Freed ropes. Held a kit and weapon inspection. Received victuals. At the pump 16 inches.
- Mon. 25th Wind and weather as before. Cooper and caulkers continued their work. Cleared ropes and carried out routine tasks. At the pump 17 inches. Released the persons arrested on the 19th and 20th inst.
- Tues. 26th Wind and weather as above. Unrigged the bowsprit and put it out to give it to H.M.S. *Admiral Evertzen* as per instruction of Rear-Admiral Buyskes. Despatched the rigging to the warehouse. Cooper and caulkers as before. H.M.S. *Nassau* anchored.

IN THE ROADSTEAD OF SOURABAIJA

- Wed. 27th The wind South to East and N.N.E. Light breeze with lightning. Took the bowsprit off and despatched it to H.M.S. *Admiral Evertzen*. Derigged the main yard and handed it over to H.M.S. *Nassau* as per instruction of Rear-Admiral Buyskes. Received two drums of pitch. The coopers and caulkers worked as before. At the pump 17½ inches.
- Thurs. 28th * Wind and weather as before. Despatched to sailmakers to the shore to let them start with the topsails. They needed to restitch the seams, the leach and clews, and make a cross on the sail. The required twine found at the top end of the bow was rotten for about one foot. I examined it with the builder and found it to be unimportant. Received victuals. Pumped from 18 to 2 inches. Had the sailor, C. Verhagen, put into irons for exceeding the period of leave.
- Fri. 29th Wind and weather as before. Thunderstorms occurred during the evening. The cooper and sailmakers went ashore to work. Delivered 2 old sail scuppers to H.M.S. *Nassau*. Cleared ropes.

Sat. 30th Wind and weather as above with rain and thunderstorms. Cooper and sailmakers worked as before. Cleared ropes. At the pump 10 inches.

December

Sun. 1st Dec. The wind W.S.W. turning to North and East. Light breeze with hazy sky. Thunderstorms and rain occurred later. Received victuals. The Lieutenant, 2nd class, T.P.R. D'ozy Elgenhuizen, and the naval cadet, 1st class, A. Gelder, transferred as Lieutenant 2nd class to the Colonial Navy as instructed by Rear-Admiral Buyskes. At the pump 11 inches.

Mon. 2nd Wind and weather as before. Cooper and sailmakers to the shore every day to repair casks and sails. The sailor, C. Verhagen, released from irons. At the pump 12 inches.

Tues. 3rd Dec. The wind W.S.W. and E.N.E. Light b/s breeze with hazy sky. Sailmakers and coopers worked as before. The remaining officers and men of the H.M.S. *Admiral de Ruyter*, which will be laid up, arrived here as being redundant, as per instruction of Rear-Admiral Buyskes, and were given employment. As from the 1st inst., Lieutenant C.S. Corbelizi transferred from that ship to our payroll and the First Lieutenant, A. Dekker, since the 1st inst. to the Colonial Navy, made free from duty by the Rear-Admiral since there was no work for him any longer. The Captain, Lieutenant Polkein, of H.M.S. *Nassau* still was given employment but was sick ashore. The 1st Lieutenant, D.W. Kichener, instructed to take over the Skipper's books and further administration from 1st Lieutenant A. Dekker. At the pump 14 inches.

Wed. 4th Wind and weather as before. Sailmakers and the coopers continued their work. Despatched 3 sick men to the hospital and one man returned healthy. Thunder and lightning in the afternoon. Made extra ropes and picked oakum. At the pump 16 inches.

Thurs. 5th Wind and weather as before with rain, thunder and lightning. Worked as yesterday. The second surgeon, Smits, (earlier Smuts)¹⁹⁷ put into feet and hand irons as a result of fighting. The cooper was put into irons for remaining ashore.

¹⁹⁷Rank did not preclude punishment.

- Fri. 6th The wind W.S.W., E. to N., E.N.E. b/s and less breeze. At sunrise hoisted the Russian flag on the foremast, the Dutch on the main and the English on the mizzenmast on instructions from the Captain. At noon H.M.S. *Admiral Evertzen* fired a 33 gun salute to celebrate the birthday of His Royal Highness our Prince Royal. Gave the ship's company an extra tot of arrack. The second surgeon, B.H. Smits, released from irons. Rain, thunder and lightning in the evening. At the pump 20 inches.
- Sat. 7th Wind and weather as before. Pumped from 21 to 4 inches. Sent one man to the hospital. The boatswain's mate, E. Aalvers, passed away in the hospital. Carried out a parade on H.M.S. *Admiral Evertzen*. At the pump 6 inches.
- Sun. 8th Wind and weather as before. One man to the hospital and one back from hospital as recovered. Held a kit and weapon inspection. Received victuals. At the pump 12 inches.

IN THE ROADSTEAD OF SOURABAIJA

- Mon. 9th Wind and weather as before. Every day thunder and lightning.¹⁹⁸ Sailmakers and cooper were sent to the shore to work. The Rear-Admiral's flag was hoisted on H.M.S. *Evertzen*. A Javanese supervisor and 12 Javanese oarsmen were discharged. At the pump 12 inches.
- Tues. 10 Dec. Wind and weather as before. Despatched two sick men to the hospital and received two back from there as they had recovered. At the pump 22 inches.
- Wed. 11th The wind S.S.W. to E.N.E. Variable breeze with thunder and rain showers. Had a sale of the inheritances of the deceased. Pumped ship empty from 24 inches. Cleared ropes. The Naval Cadet 1st Class, J.A. van Kretchmar, of H.M.S. *de Ruyter*, was transferred to our payroll. Received some victuals. At the pump 8 inches.
- Thurs. 12th Wind and weather as before. Sailmakers, cooper and men worked as before. Received fresh meat and vegetables. The paymaster, Wissens, put into irons for impudence. The 1st Lieutenant, A. Dekker, left the ship. At the pump 10 inches.

¹⁹⁸The time of the year when the weather was influenced by monsoons.

- Fri. 13th The wind W.S.W. and E.N.E. b/s and light breeze with hazy sky. Despatched sailmakers and cooper ashore to work. The Captain, Lieutenant Polkein, passed away. Hoisted all the ship's flags, the jack and pennant half-mast, and fired a salute of 9 guns at 5 o'clock in the afternoon when the body was committed to the earth with military honours. Thereafter hoisted the flags fully. The 1st Lieutenant [illegible] and the first clerk, J. Meiburg, appointed as executors for the properties of the mentioned Captain Lieutenant. Four men back on board from the hospital. Repaired the pump. Despatched 3 men to the shore.
At the pump 16 inches.
- Sat. 14th Dec. Wind and weather as before. Pumped from 18 inches to 4 inches. Caulkers prepared extra ropes to be used in caulking the ship. The Paymaster Wissens released from irons.
- Sun. 15th The wind W.S.W. to E.N.E. b/s breeze with thunder, lightning and rain. Two recovered men back on board from the hospital. The Naval Cadet 2nd Class Faber died on the 13th in the hospital. Received meat and vegetables for the ship's company. Had the Letter of Articles read. Found the kit magazine opened and some clothing hidden in the small passage. Suspected the sailor D. van Veen of this and he was put into irons.
At the pump 12 inches.
- Mon. 16th Wind and weather as before. Repaired the sun awnings and ventilator sails. H.M. Corvette *Iris*, Captain Lieutenant J. Groot, arrived here as per instruction of Rear-Admiral Buyskes. The Marines who were transferred to H.M.S. *Nassau*, were despatched to that ship, with the exception of Corporal Miller, who was found to be sick and stayed behind until a further opportunity. This transfer was deemed to have taken place on the 1st inst.
- Tues. 17th Dec. The wind W.S.W. to East and E.N.E. b/s breeze and hazy sky with lightning. Sailmakers and cooper worked as before. Despatched 3 sick men to the hospital. The men knotted thread and picked oakum. H.M.S. *Nassau* departed for Samarang. The sailors Nolkes and Van Soenten put into irons on suspicion of theft.
- Wed. 18th Wind and weather as before. Worked as before. Repaired the big capstan, picked oakum and received fresh meat and vegetables. Pumped from 24 inches to 4 inches. Cleaned the Aft pump, opened the valves and let up to 30 inches of water run into the ship.
- Fri. 20th Wind and weather as before. Despatched sailmakers and cooper to shore as well as a sick man to the hospital. The boatswain's mate, J.

Petzer died in hospital on the 5th, the sailor 2nd class, Mosterd, on the 6th and the sailor, Greijvenstein, on the 19th inst. Pumped the ship from 30 inches to under 4 inches.

- Sat. 21st Weather and wind as before. Thunder and lightning in the evening. Pumped the ship to 4 inches. Aired the clothing in the morning and inspected it. The 1st Clerk mentioned he would never force the clothing magazine open. The coxswain's mate, F Majofskie, was put into irons for theft. During the evening the 2nd carpenter, W Jansen, fell into the sea through one of the ports in the 'tween-decks. Notwithstanding all efforts made, he drowned.¹⁹⁹
At the pump 6 inches.
- Sun. 22 Dec. Wind and weather as before. The Merchantman *De Vrouwe Aletta*, Captain CeQuack, sailed. The coxswain's mate, Majofski, released in view of a disease as was the sailor, C. Meyers, accused of selling inheritances of the deceased.
At the pump 9 inches.
- Mon. 23rd The wind S.W. and N.W. to E. and W. and S.E. Calm with b/s breeze. Despatched coopers and sailmakers to the shore to do their work as before. Despatched 2 sick men to the hospital and 3 came back on board as recovered, one of them belonging to the ship's company of H.M.S. *Nassau*.
- Tues. 24th Wind and weather as before. Carpenters and sailmakers worked as before. Knotted threads, picked oakum and made ropes. The sailors, C. Meyer, C. Nolker, L van Hoorn and W. van Zarten, dismissed. The last 2 punished. Cleared ropes.
At the pump 15 inches.
- Wed. 25th Wind and weather as before. Fresh breeze with thunder, lightning and rain. One man back from the hospital in Samarang. Worked as before. Sailmakers and cooper worked as before.
- Thurs. 26th Weather and wind as before. Despatched 3 sick men to the hospital. Received fresh meat and vegetables. Hoisted flag and pennant half-mast in honour of the funeral of the Lieutenant 2nd Class [illegible], Lieutenant of the Colonial Navy, who was killed during a fight at 5 o'clock.
- Fri. 27th Weather and wind as before, with thunder and rain. The cooper and sailmakers as before. The men picked oakum, shrank threads and

¹⁹⁹One of his fellow sailors was later commended for the valiant effort he had made to rescue the unfortunate man.

made ropes. Repaired the sun awnings which were deteriorating. The baker, W. Beuring, was dismissed. At the pump 20 inches.

- Sat. 28 Dec Weather and wind as before. Sailmakers and coopers working on necessary objects. Pumped ship from 21 to 5 inches. Received a roll of sailcloth. A man back on board from the hospital having recovered. Cleared the decks in general. At the pump 6 inches.
- Sun. 29th The wind W.S.W. to E.N.E. and southerly. b/s breeze with overcast and hazy sky with lightning. Received victuals for the ship's company. One man back on board from the hospital having recovered. Held kit and weapon inspection. At the pump 8 inches.
- Mon. 30 Dec. Wind and weather as above. Sailmakers and coopers sent to work ashore. To prevent further seepage on the ship, a Javanese supervisor and 36 Javanese arrived on board, as requested, to do caulking. They started on the outboard port side as all seams had split open. The men were occupied knotting thread, making ropes and picking oakum. At the pump 11 inches.
- Tues. 31st The wind west, W.S.W. to N.N.E. and S.W. Strong b/s breeze, overcast and hazy sky with rain. The caulkers on board as per yesterday, sailmakers, coopers and men worked as before. Painted the big capstan. Made moulds for the broken poles. The sailor, 3rd cl., W. Smith, on authorisation of the Rear-Admiral, was dismissed from H.M. Navy and was replaced by the sailor, Arie van Amerongen. At the pump 14 inches.

IN THE ROADSTEAD OF SOURABAIJA

1817

January

- Wed. 1st Jan The wind W.S.W. to N.W. and S.S.W. b/s breeze with overcast sky and thunder, lightning and rain. Two men back from hospital. Gave an extra tot to the ship's company. At the pump 16 inches.
- Thurs. 2nd Weather and wind as before. Sailmakers and coopers went to the shore to work and the skipper took some men to the warehouse to inspect the cordage. One Javanese supervisor and 38 Javanese

caulkers caulking on the port side. Discovered a piece of the wale²⁰⁰ between the 3rd and 4th port from the stern that was weatherbeaten. This was cut out over 25 feet. The ribs were in very good condition. Received a drum with resin, as well as victuals from the warehouse. At the pump 18 inches.

- Fri. 3rd Wind and weather as before. Activities as yesterday and caulkers worked as before. Cleared cordage. At the pump 21 inches.
- Sat. 4th Wind and weather as before. Activities as on the 2nd inst. One Javanese supervisor and 38 caulkers caulking on the port side. Had a washing day. The 3rd Coxswain, C. Bennis, put into irons for exceeding his period of leave. The coxswain, J. Boormeester, from the Merchantman *Arinus Marinus*, Captain J. Langeveld, transferred from the *Admiral Evertzen* into the above mentioned position by Rear-Admiral Buyskes. Pumped from 24 to 4 inches.
- Sun. 5th Weather and wind as before. Had kit and weapon inspection. Cleared the decks in general. The 3rd coxswain was dismissed. One man back on board from the hospital having recovered. Received victuals for the ship's company. At the pump 12 inches.
- Mon. 6th The wind W.S.W. to N.N.E. and N.W. Variable b/s breeze and a rainy dark sky, with thunder and lightning. Sailmakers and coopers despatched to the shore as well as a sick man to the hospital. A Javanese supervisor and 40 caulkers caulking on the port side. Three Javanese carpenters made moulds of the [illegible]. Received some victuals. At the pump 17 inches.
- Tues. 7th Jan. Wind and weather as above. One Javanese supervisor and 42 caulkers on board. Worked as yesterday. Sailmakers and coopers as before. Had the daily anchor put onto other tackle. Removed all the old ropes which were found to be completely useless. One sailor returned on board from the hospital having recovered. At the pump 21 inches.
- Wed. 8th Weather and wind as before. Sailmakers and cooper sent every day to the shore to work. Despatched the top yards to the shipyard. Removed the stays for the sun canopies. One Javanese supervisor and 42 Javanese on board to caulk on the port side and to make a mould for

²⁰⁰Thick section of planking wedged between flat timbers.

the bow- topgallant. Four men back on board from the hospital of which one belonged on the payroll of H.M.S. *Nassau*. Spliced ropes and picked oakum.

At the pump 24 inches.

Thurs. 9th Wind and weather as above. The Javanese began caulking on the starboard. One sick man to the hospital and one back according to the payroll. Pumped ship from 26 to 4 inches. The sailor, G. Zwarts, passed away in the hospital. *De Pinke Aurora*, Captain Raanvlegt arrived here from Batavia. Received victuals.

Fri. 10th Wind and weather as before. One Javanese supervisor and 40 caulkers caulking on starboard. Making rope, knotting thread and picking oakum. Some victuals received.
At the pump 11 inches.

Sat. 11th The wind N.W. to W.S.W. and S.W. Variable breeze. Overcast sky with rain. The caulkers as per yesterday. Supplied clothing for the Javanese. Carried out routine tasks. A Dutch brig sailed to the East.

At the pump 16 inches.

IN THE ROADSTEAD OF SOURABAIJA

Sun. 12th The wind W.N.W. and variable. b/s breeze. Had the Letter of Aticles read. Inspected kit and weapons. Received refreshments.
At the pump 21 inches.

Mon. 13th Wind and weather as above, with lightning and thunder. The cooper and sailmakers sent to shore. Despatched our sick men to the hospital. One Javanese supervisor and 40 caulkers caulking on starboard, knotting thread, pitching oakum and splicing rope. Received some victuals and a drum with pitch. Cleaned cordage. The sailor, P. Hartman, put into irons in view of drunkenness and because the weapons were not clean. At the pump 24 inches.

Tues. 14th Jan. The wind W.N.W. and N.E. b/s breeze and showery, overcast sky with thunder, lightning and rain. The caulkers as before. The coopers installed the repaired water casks. The sailor, P. Hartman, released from irons. Pumped from 28 to 10 inches.
Received a roll of sailcloth and 5 strands of sail twine.

Wed. 15th Wind and weather as above. The caulkers as per the 13th. Despatched two men to the hospital. A paymaster and six oarsmen of H.M. Corvette *Iris* came on board and had meals although they should have gone to the H.M.S. *Evertzen*.
At the pump 15 inches.

Thurs. 16th

Wind and weather as before. Despatched the skipper with some men to work in the warehouse and filled the water casks on shore to prevent them drying-out. The caulkers worked as before. The large capstan came back After repair. Received victuals. The buoy on the bow anchor sank. The remaining ship's company of H.M. Corvette, *Iris*, amounting to 42 men, including the sick men being in the hospitals, 200 naval cadets, clerks and petty officers and the mentioned Lieutenant Ellinghuisen, who were all on the payroll of the said Corvette, went back on board, having been transferred to our payroll by the Rear-Admiral Buyskes as per the first Sunday. The naval cadet 1st class, H[illegible] belonging to the H.M.S. *Nassau* transferred to us. The sailor, J. Nieuwboom, passed away in the hospital. The cooper, Beer, put into irons for staying behind. H.M. Corvette, *Iris*, was handed over today to the Colonial Navy.
At the pump 22 inches.

IN THE ROADSTEAD OF SOURABAIJA

Fri. 17th

The wind west to N.W. and W.S.W. overcast clear showery sky with thunder, lightning and rain. The skipper took some marine surplusses to the warehouse. One Javanese supervisor and 40 carpenters were caulking on the starboard side. The cooper was released. The sailors, Siezze Elians and Johan Deedericke, deserted. At the pump 24 inches.

Sat. 18th

Wind and weather as above. Caulking on the starboard was completed. Received half a drum (\pm 77 litres) of oil. Pumped ship empty from 29 to 4 inches. Had washing day.

Sun. 19th

Wind and weather as before. Carried out routine tasks. Received victuals for the ship's company. Collected the small sloop from ashore for repairs. 13 inches at the pump. Weapons and kit inspected.

Mon. 20th

Wind and weather as before. One Javanese supervisor and 24 Javanese started to caulk in the 'tweendecks and repairing the awnings. 2 men back on board from the hospital having recovered. At the pump 22 inches.

Tues. 21st Jan.

Weather and wind as before with rain. Repairing the buoys of H.M.S. ~~Adm^t~~ *Evertzen* as these were completely useless. The Rear-Admiral transferred 11 men of whom 2 had been in hospital in Batavia and 4 in Sourabaija.
At the pump 26 inches.

Wed. 22nd

The wind Westerly. b/s and variable breeze, showery with cloudy sky and thunder, lightning and rain. Inspected the rigging of the lower yard. Tested the fire pump and found it to be in order.

Pumped from 31 to 4 inches.

Three men back on board from the hospital having recovered. The sailor, J. Broertjes, stayed behind.

- Thurs. 23rd Wind and weather as before. The cooper sent to the shore to work. The sailmakers were lent to H.M.S. *Adm^L. Evertzen*. Have sent 2 sick men to the hospital. Repaired the rigging on the bowsprit. Received victuals. Cleared ropes. The sailor, W. de Bie, put into feet and hand irons for stealing liquor from the storeroom. At the pump 13 inches.
- Fri. 24th The wind West and N.W., N.N.W. Variable topgallant sail breeze. 3 sick men to the hospital. Busy inspecting the rigging of the bowsprit and foreyard. At the pump 18 inches.
- Sat. 25th Wind and weather as above. The sailmakers as before. Received some victuals. At the pump 10 inches.
- Sun. 26th The wind West and N.N.W. Variable topgallant sail breeze. Despatched 4 sick men to the hospital. Received victuals. The sailor, W. de Bie, released and punished. Gear inspected. At the pump 17 inches.
- Mon. 27th Wind and weather as before, despatched two sick men to the hospital. Took off the lower rigging and stays, [illegible] the masts with [illegible]. The assistant builder, J. van der Does, with 1 Javanese supervisor and 8 Javanese carpenters came on board and started to open up the seams of the galley and to take out the rotten beam in the 'tween-decks on the bow side of the forehatchway. At the pump 24 inches.
- Tues. 28th Jan A shipbuilder arrived to repair and make alterations to our ship [the *Amsterdam*.] Wind and weather as before. The lower rigging of the *Amsterdam* was stretched and in very bad condition. Obtained permission to examine the lower rigging of H.M.S. *De Ruyter* which was laid-up. This being acceptable, the mate with some men went to H.M.S. *De Ruyter* to take it down and to replace our lower rigging with it. Inspected the eyes of the lower stay. The sailor, G. Scholten, walked out of the hospital and was put into irons. The Master-at-Arms put into irons for neglect of duty but released again during the evening. At the pump 32 inches.
- Wed. 29th The wind W.S.W. to N.N.E. and N.W. Light topgallant sail breeze. Hazy sky with thunder and lightning. Two sick men to the hospital and 2 back having recovered. One Javanese supervisor and 16 Javanese carpenters are opening-up the [illegible] and taking away the beam at

the forehatch. Inspected the lower rigging and the forerigging. Loosened up the copper plates on the port side to inspect the seams. Received a new piece of timber and a drum of pitch from the warehouse. The sailor O. Nachtbu [illegible] passed away in the hospital on the 28th.

Pumped from 36 to 6 inches.

Thurs. 30th

Wind and weather as before. One sick man to the hospital and one back having recovered. Attached the forestay and erected the rigging for the bowsprit. The sailor, G. Scholten, released and punished. 1 Javanese supervisor and 48 carpenters on board. With Commissioner H.W. Jonkers, inspected the seams under the copper plates on the port side and found them to be in very good condition. Received the main forestay and two anchor blocks for the main rigging from HMS *De Ruyter*.

At the pump 11 inches.

Fri. 31st

The wind W.S.W. to N.N.E. and N.W. Light topgallant sail breeze with hazy sky and thunder and lightning. Two sick men to the hospital and one back having recovered. One Javanese supervisor and 24 Javanese carpenters on board. Opened up the galley to remove the beam in the forehatch. Inspected the lower rigging and the forerigging, and took the copper plates on the starboard side off to inspect the seams. Found both the main tressel trees broken. Took down the main rigging again, hoisted the foreyard to take off the [illegible]. Took down the main tressel trees and despatched them to shore to have them renewed. The carpenters removed the gallows before the main rigging, taking off some more copper on both sides to inspect the seams. One man on board back from the hospital having recovered.

At the pump 19 inches.

February

Sat. 1st Feb.

The wind W.N.W., W.S.W. Light topgallant sail breeze. Hazy and overcast sky. One Javanese supervisor and 25 Javanese carpenters busy working under the forecastle to reach section of the bowsprit. Found the deck beams to be in very good condition. Working on the rigging.

At the pump 24 inches.

Sun. 2nd Feb.

Wind and weather as before. Cleared cordage. Despatched three sick men to the hospital. Received victuals and weighed the daily anchor. Weighed the bow anchor and moved between the shore and H.M.S. *De Ruyter* where we dropped the daily anchor and the bow anchor at 5 fathoms. Let out the cable through the gunners port and measured depths of 15, 19, 22 feet at the stern. There was soft mud soil on the

sea floor near the ship, so we decided to use a kedge anchor.²⁰¹ One man came back from hospital having recovered. Gave the men an extra tot. At the pump 28 inches.

Mon. 3rd

The wind S.W. and W.S. to N.W. and N.N.W. Variable topgallant sail breeze with hazy sky. At 6.45am the daily anchor rope broke. We dropped the bow anchor and fastened it onto half of a hawser. The daily anchor rope snapped a $\frac{1}{4}$ distant from the anchor. 24 carpenters came on board. Some men were sent to the hospital. Busy recovering the daily rope. Collected 1 kedge anchor and two anchor ropes from the warehouse. When pulling up the daily rope the stitching broke and a strand snapped. Fastened a cable onto the buoy of the daily anchor. Dropped the bow anchor and made it fast fore and Aft with 6 double cable sheets. Covered the bow anchor rope which ran through the hawsehole. At 6 o'clock the bow anchor dragged due to the strong ebb tide. Collected the remains of the daily anchor rope.

Took out some rotten sections of the wale on the port side under the main deck and some pieces from the the quarter-deck as well as from the deck under the forecastle and from the 'tweendeck near the main mast.

At the pump 3 inches.

Brought out a cable on the port side and pulled more into the tide.

Gave an extra tot to the ship's company.

Tues. 4th

Wind and weather as before. Fresh topgallant sail breeze. Brought out a heavy hawser. One Javanese supervisor and 25 Javanese carpenters on board putting new pieces into the deck of the forecastle as well as breaking down the gallows. Working on the rigging of the bowsprit. Pumped from 34 to 4 inches.

Wed. 5th

A proa came alongside to weigh our anchors. The wind S.S.W. west to N.W. light and calm. Towards evening there was an overcast sky with thunder, lightning and rain. One Javanese supervisor and 25 Javanese carpenters busy to breaking out the old timbers and fitting in some new deck planks. Whilst weighing the bow anchor a strand of the buoy rope broke. Put up the mizzen rigging and commenced working on it.

At the pump 11 inches water.

Thurs. 6th Feb.

The wind W.S.W. and N.W.N. and N.W. Light topgallant sail breeze. Overcast sky towards the evening with heavy thunder, lightning and rain and a fresh topsail breeze. One Javanese supervisor and 25 carpenters on board brought 3 pieces timber with them for frames for the gallows of the main deck and for the repair of the bowsprit. Despatched 2 men to the hospital. Received the message that the

²⁰¹See glossary.

sailor, W van der Brak, passed away on the 5th and sailor, Niels Huusler, on the 6th. Received victuals. Started to put the cable on the daily anchor and weighed the sheet anchor and then the bow anchor after which we tightened the cable and both anchors held. Dropped a kedge in order to collect the bow anchor with one proa.

Fri. 7th

The wind N.W.N. and West. b/s breeze with hazy sky. One Javanese supervisor and 24 carpenters on board working as before. Despatched sailmakers and coopers to the shore every day. Collected water daily. Moved the bow and sheet anchor somewhat to the N.E. to keep the bow off the shore. Weighed the daily anchor, fitted a metal cap onto the top of the mizzen mast. Brought the daily anchor on board and prepared the rope for the derrick. At the pump 22 inches. Gave an extra tot to the ship's company.

Sat. 8th

The wind W.S.W. to S.W., West and W.N.W. Variable topgallant sail breeze with hazy sky. One Javanese supervisor and 31 carpenters working on the main deck gallows.²⁰² Ready to sail. Pumped from 26 to 4 inches. One man to the hospital and one came back. Despatched a daily anchor rope to the ship's yard. Received victuals. Replaced some planks from old wales. The sailor P [illegible] put into irons for staying ashore in excess of his leave period. The victualmaster, A. Kikker, transferred to H.M.S. *Maria Rÿgersbergen*. At the pump 8 inches.

Sun. 9th Feb.

Wind and weather as before. 31 carpenters and 2 Javanese supervisors were assigned to us and they were cutting away the wale and were making knees for some hatch beams. Were also working on the main top gallows. The lieutenant of the Colonial Navy, van Kervel, came on board to ask for volunteers for the colony. From those transferred from the Corvette *Iris* and placed with us the following were promoted to:

Paymaster	Sailor	1st Cl. G Segers
"		1st Cl. J. H. Judhert [illegible]
"		1st Cl. J. Klaasen
"		1st Cl. M. van Baarce
"		2nd Cl. J. Jonkers

Those who were sent to the H.M.S. *De Ruyter* and transferred to H.M.S. *Adm^L. Evertzen* and despatched accordingly were:-

The sailor	2nd Cl. H. Heijer
"	2nd Cl. L. van den Poel
"	2nd Cl. F. Coene
"	3rd Cl. F. Stevens

²⁰²Am not sure whether this is the correct translation.

"	3rd Cl. J. Okkers
"	3rd Cl. J. Nederland
"	3rd Cl. J. van Duit [illegible]
Shipboy	A. Slager

Despatched to the *Evertzen* those men who came aboard from the hospital and belonged to the *Nassau*.

Sailor	W van Hoeft
"	J. Benaker
"	M[illegible]
"	E.T.F. Vogel

Sun. 9th The sailor 1st Cl., W. Ossehoef, of the *Evertzen* placed on this ship as well as the 2nd carpenter, W. Veltjes, the latter being in the hospital. Had the Letter of Articles read. At the pump 13 inches.

Mon. 10th Feb. The wind S.W., W.N.W. to North. Light to variable and increasing topgallant sail breeze. Overcast to showery sky. Towards the evening thunder, lightning and heavy rain. Despatched the small sloop to the shipyard for repair and received the large sloop back. One Javanese supervisor and 35 Javanese carpenters were busy closing some joints in the 'tween deck. They also worked on part of the wale on the port side. Worked on the mizzen rigging. The lock of the kit room had been forced open. Put the sentry, Zalm, into irons. Passed ropes through the hawseholes²⁰³ and took them through to the most forward portholes so that the carpenters could work on the bow. At the pump 20 inches.

Tues. 11th Throughout the 24 hours the wind W.S.W., N.W. and West. Topgallant sail breeze with overcast sky. One Javanese supervisor and 35 Javanese carpenters as well as 20 caulkers busy putting in the wale on port side. Took off outer planking on the starboard side. Made a new step for the bowsprit. Took some bolts out of the galley. At 9.30 o'clock H.M.S. *Admiral Evertzen* sailed from the roadstead and they lowered the Rear- Admiral's flag. We, in turn, (on board the *Amsterdam* -ed) ran it up and will do so in the future - day and night. Continued working on the rigging. Received some futtock shrouds²⁰⁴ and an old backstay. An English and a Moorish Merchantman dropped anchor in the roadstead. At the pump 25 inches.

²⁰³The hawse is part of the ship's bows in which hawseholes are cut for cables.

²⁰⁴See glossary.

Wed. 12th The wind S.W. and West and W.N.W. Topgallant sail breeze with clear sky. Javanese supervisors carpenters and caulkers on board as before busy on the futtock shrouds in the mizzen rigging. Did some tarring and carried out routine work.
At the pump 28 inches.
(Signed) The Captain
H. Hofmeijr²⁰⁵

IN THE ROADSTEAD OF SOURABAIJA

Thurs. 13th Wind S.W., West. Topgallant sail breeze with rain, thunder and lightning. The sailmakers and coopers went to the shore every day to carry out their activities. On board one Javanese supervisor, 35 carpenters and 20 caulkers. The sailor, J. Zalm, taken out of irons. Despatched three men to the hospital. Did the necessary work on the rigging. Received victuals. Have sent the tarred rigging to the warehouse and collected other commodities. The carpenters removed a dry-rotten plank on the starboard side and put the rope through the holes of the bowsprit. The caulkers caulking the outer planking of the ship on starboard.
At the pump 32 inches.

Fri. 14th Feb. Wind and weather as before. 2 Javanese supervisors, 34 carpenters and 20 caulkers worked as before. Despatched the bow anchor by proa to the west jetty. The men carried out routine tasks. One man to the hospital. Pumped from 36 to 4 inches.

Sat. 15th The wind S.W., West, N.N.W. and N.N.E. Light and calm with clear sky. Towards the evening showery sky with heavy thunder, lightning and rain. Javanese supervisors, carpenters and caulkers as before. The Captain-Lieutenant J. Groot, on board to inspect the men. Received victuals as well as 20 strands of twine and 2 rolls of sailcloth, a drum of pitch on board. Put the kedge on the west jetty. The carpenters and caulkers on this day busy opening up the galley. Removed the wale on the starboard side under the [illegible], as well as putting-in some deck planks. The first clerk, J.W. Claassen, back from the hospital in Batavia. Transferred from the */ris* onto our register.
At the pump 12 inches.

Sun. 16th Wind and weather as before. Received victuals. Carried out routine tasks. The sailor, J. Kreeft, put into hand and feet irons for drunkenness. The chief blacksmith and the sailor, Boshoven, put into hand and feet irons as they went ashore without permission.

²⁰⁵ Despite appearing in the Baptismal register as 'Hofmeijer' there seems to be some discrepancy in the spelling of the name.

Transferred them into single irons during the evening.
At the pump 12 inches.

Mon. 17th

The wind S.W. to W.N.W. Overcast sky with lightning. One man to the hospital. The sailors, Kreeft and Boshoven, punished and released. Despatched the sailors, De Hoog and De Jongh, to H.M. Frigate *Maria Rijgersbergen* as they had been transferred. Worked on the rigging. 2 Javanese supervisors and 42 carpenters worked as before. Tested the fire extinguisher and found it to be in order.
At the pump 22 inches.

Tues. 18th Feb

The wind S.W. West to N.N.W. Calm in the later Afternoon. Variable topgallant sail breeze with cloudy sky. Coopers and sailmakers daily to the shore. 42 Javanese carpenters and 2 Javanese supervisors busy opening up the galley and preparing a beam for the orlop deck. Received some sections to raise the Aft pump on the starboard side. The Naval cadet, 2nd Cl. Pieck, out of hospital. The men appearing on our register were inspected on the 15th by the Captain-Lieutenant De Groot. Those who left today for the Frigate *Maria Rijgersbergen*, were:

Naval Cadet 1st Cl.	H. C. van Nuijs
Paymaster	Shink
Provost	G. Fransen
Sailor 3rd Cl.	A. Boshaven
Ship's Cook	P. van Hijn
Sailor 1st Class	P. Jacobs
Sailor 2nd Class	T. Meijer
Sailor 3rd Class	A. van Gog
Sailor 3rd Class	W. Joent
Sailor 3rd Class	J. Wondoop
Sailor 3rd Class	C. de Jongh
Sailor 3rd Class	J.J. de Hoogh
Sailor 3rd Class	H. Tieland
Sailor 3rd Class	O.O. Biarsen
Sailor 3rd Class	B. Cohen
Sailor 3rd Class	C Luister

as well as the sailor J.J. van den Bos who was transferred from the hospital in Batavia.

At the pump 26 inches.

Wed. 19th

Wind and weather as before. Two Javanese supervisors and 40 carpenters as before. Received some victuals. Exchanged some rigging with H.M.S. *De Ruyter*. The chief blacksmith released from irons. The chief sailmaker put into irons for drunkenness as was the provost, Winkel.

At the pump 26 inches.

Thurs. 20th	<p>The wind S.W. to N.W. Light topgallant breeze with hazy sky. 2 Javanese supervisors and 40 carpenters busy putting in the last deck planks and opening up the galley. Fetched water every day. The 1st sailmaker and the provost released from the irons. Two men to the hospital. Exchanged some rigging with H.M.S. <i>De Ruijter</i>. Received victuals. Put in the aft pump. Tarred some rigging and carried out routine tasks.</p> <p>Pumped from 34 to 4 inches.</p>
Fri. 21st Feb.	<p>The wind S.W., South, East and N.E. Light with variable with topgallant sail breeze. Hazy and cloudy sky. During the evening therew was heavy thunder, lightning and rain. Three men to the hospital. Two Javanese supervisors and 40 Javanese carpenters brought a beam with them from the shore. The sailmakers and cooper went to the shore every day to perform their duties. Carried out routine tasks on board.</p> <p>At the pump 12 inches.</p>
Sat. 22nd	<p>Wind and weather as before. Received victuals. Two Javanese supervisors and 37 carpenters busy installing the beam on the orlop deck. Two men to the hospital and the sailor [illegible] passed away.</p> <p>At the pump 17 inches.</p>
Sun. 23rd	<p>The wind N.N.E. and N.E. and North. Light topgallant sail breeze. Hazy sky with thunder. Received victuals. Had kit inspection. A state prisoner named, De Jonke de Kesomo, came on board. He was taken into custody with a sentry. The second mate, Boormeester, put into irons for drunkenness and irregularities. The sailor, A. van Mogge, passed away in the hospital. At the pump 21 inches.</p>
Mon. 24th	<p>Wind and weather as before. Two Javanese supervisors and 44 carpenters putting in the wale on the starboard side and a beam on the orlop deck. Carried out routine tasks. At the pump 24 inches. The 2nd Mate released.</p>
Tues. 25th	<p>The wind N.W., W.S.W. and N.E. Light and variable with topgallant sail breeze. Cloudy sky with a little thunder and lightning. Two Javanese supervisors and 41 carpenters working as before on the rigging. Received 6 hides, 4 with [illegible] were preparing the galley. 3 men back from the hospital.</p> <p>At the pump 25 inches.</p>
Wed. 26th	<p>Wind and weather as before. 44 carpenters and 2 Javanese supervisors took out some planks in the 'tween deck and sawed off some bolts from the shaft. Received victuals as well as four rolls of sailcloth and for the rest carried out routine tasks. Two men o' war arrived in the roadstead.</p>

- Thurs. 27th The wind South East and East as yesterday. Variable topgallant sail breeze with hazy sky. Received victuals. Two Javanese supervisors and 43 carpenters working as before. The sailor, J. de Harpe, out of the hospital. Busy working on and repairing the rigging. The sailor, J. Pennings, passed away in the hospital. At the pump 35 inches.
- Fri. 28th The wind westerly to E. to N. Weather as before. Two Javanese supervisors and 43 carpenters breaking out planks in the 'tween deck. Took off the bowsprit and put it ashore. Received victuals. Carried out routine tasks. During the evening there was heavy thunder, lightning and rain. At about 10 o'clock the lightning struck the mast and ran along the chain which was knocked off at the height [illegible]

IN THE ROADSTEAD OF SOURABAIJA

March

- Sat. 1st March The wind W.S.W., N.W., N.N.E. and N.E. Light and variable topgallant sail breeze. During the evening showery sky with heavy thunder, lightning and rain. Cooper and sailmakers every day to the shore to do their work. 1 Javanese supervisor and 41 carpenters busy taking out deck planks in the 'tweendeck and on the port side. Received some large crosstree timbers and some victuals. One man to the hospital and received a report from the same place that the sailor, J. Penning, had passed away on the 27th February. Carried out routine tasks. Pumped from 37 to 4 inches.
- Sun. 2nd Wind and weather as before. Received victuals. One man out of hospital. Read the Letter of Articles. Had kit and weapon inspection. The sailors, Bids and van Toorn, put into irons for impertinence. At the pump 9 inches.
- Mon. 3rd The wind W.S.W. and N.W. to N.E. and North. Variable topgallant sail breeze with hazy sky. 2 Javanese supervisors and 40 carpenters putting two struts into the bow. Hoisted a large crosstree up and fastened it in place. Received 31 rolls sail cloth and 150 strands of twine for the awnings. One man to and one man back from the hospital. The sailor, D. Hemmer, was transferred to the Colonial Navy. At the pump 12 inches.
- Tues. 4th Wind and weather as before. Two Javanese supervisors and 45 carpenters working as before. Took off copper plates to inspect the seams. One man out of the hospital. At the pump 14 inches water.
- Wed. 5th The wind N.W., West, W.S.W. and N.E. Variable light breeze with hazy

sky. 40 carpenters and 2 Javanese supervisors working as before. The sailors, C. Bids, M. van Toorn and H. de Jager punished and released. One man to and one back from the hospital. When the bow anchor cable broke, the ship drifted with the bow around to the North into the river mouth. We then put a cable on the stern of *De Ruijter* and subsequently pulled up the bow anchor with the end section of the rope.

- Thurs. 6th Wind and weather as before. 45 carpenters and 2 Javanese supervisors on board working as before. Lowered the anchor and made it fast. Heaved the kedge in vain but the cable of the bow anchor broke again. Cleaned the muskets and pistols. Carried out routine tasks. Received victuals. One man out of hospital. At the pump 21 inches.
- Fri. 7th March The wind during this 24 hour period West, N.N.W. and N.W. Variable with topgallant sail breeze and cloudy sky. 2 Javanese supervisors and 45 carpenters busy taking out planks in the 'tweendeck and putting in new ones. 2 men out of the hospital. Fished up the anchor rope of the kedge and heaved it on board. Weighed the daily anchor, put a buoy onto it and dropped it after having taken it in again through the port hawsehole.²⁰⁶ Used $\frac{3}{4}$ inch rope. Loosened the ropes from the Western jetty where 4 planks had snapped. Received victuals. Gave an extra dram to the ship's company. Weighed the kedge. At the pump 24 inches. During the evening at 11.30 o'clock the daily anchor dragged. Attached a heavy cable after which it held.
- Sat. 8th The wind West to N.W. Variable topgallant sail breeze with showery sky. 2 Javanese supervisors and 43 carpenters working as before. At high tide installed a kedge on the port side with a double sling of rope and a cathead.²⁰⁷ Carried out routine tasks on board the ship. Received victuals as well as three crosstrees from the shipyard. Pumped from 27 to 4 inches.
- Sun. 9th The wind W.N.W., N.W. to S.W. Variable light breeze with hazy sky. One man to, and one man back, from the hospital. Received victuals. Held kit inspection. At the pump 8 inches.
- Mon. 10th The wind West and S.W. Variable breeze with cloudy sky. During the evening there was thunder and rain. Two Javanese supervisors and 45 carpenters as before. Replaced 7 knee joints in the bow and installed new large crosstrees. Two men back from the hospital. Found everything in order during the rounds. At the pump 11 inches.

²⁰⁶ See glossary.

²⁰⁷ See glossary.

- Tues. 11th Wind and weather as before. The sailmakers making the awnings on board. Two Javanese supervisors and 45 carpenters as before. Installed the mizzen crosstrees. 11 men to and 3 out of the hospital. At the pump 12 inches.
- Wed. 12th Wind and weather as before. Two Javanese supervisors and 45 carpenters as before. The sailor, Schouten, back on board from the hospital. Put him into irons since he stayed ashore for some days. 11 men to the hospital. Received fuses and cannon balls.²⁰⁸ At the pump 10 inches.
- Thurs. 13th Wind N.W. and W.N.W. Topgallant sail breeze. Showery sky with thunder, lightning and rain. Despatched the coopers to the shore. 2 Javanese supervisors and 46 carpenters on board caulking and nailing three supports in the 'tweendeck on the starboard side and also putting in new middle deck planks. Fetched water daily. Received victuals. The sailmaker worked on the awnings. Carried out routine tasks.
- Fri. 14th Wind and weather as before. 2 Javanese supervisors and 47 carpenters as before. One man to the hospital. Received some victuals. Picked the required oakum. The sailor, Schouten, released and 3 others dismissed. At the pump 18 inches.
- Sat. 15th The wind W.N.W. in the Afternoon. Easterly with variable breeze and rain, thunder and showery sky. Received victuals. Two Javanese supervisors and 47 carpenters working as before. 2 knees were put in on the orlop deck to reinforce the broken timber of the joints. Erected the main rigging and tightened it. Two men to and two men of our ship's company back from the hospital as well as the second carpenter, W. Oeltjes, from H.M.S. *Admiral Evertzen*, sailors, A. Uiteman and W. Celtic, of which the third last mentioned was lodged with us. Took on board one mason and two Javanese to repair the galley. Pumped from 19 to 4 inches.
- Sun. 16th March The wind N.W. and W.N.W. Showery sky with heavy rain, variable topsail breeze. Received victuals. Two men to the hospital where the sailor, L. Fockens died. Held kit inspection. Manned H.M. Colonial Gunboat No. 1. The small sloop *De Duivel*, was placed on the first mentioned vessel. Those transferred were:-

Lieutenant	A. Klein
Naval Cadet 2 Cl.	F. Stuart
2nd Surgeon	B.H.C. Met [illegible]

²⁰⁸ Ammunition.

3rd Coxswain Boormeester
 One Petty Officer and six sailors.
 At the pump 6 inches.

- Mon. 17th The wind N.W. and East and S.E. Topgallant sail breeze. Overcast and showery sky with rain. Two Javanese supervisors and 47 carpenters working as before. Received on board 2 planks for the 'tweendeck, splicing on the main rigging. Carried out routine tasks. Received 5 barrels of pitch. Despatched one man to the hospital. At the pump 8 inches.
- Tues. 18th The wind N.W. and W.N.W. Topgallant sail breeze with hazy sky. The coopers sent daily to the shore to do some duties. Two Javanese supervisors and 47 carpenters busy replacing and breaking out parts in the 'tweendeck and moving the shaft of the mainmast forward. Busy splicing in the main rigging and making new awnings. Fetched water daily. At the pump 9 inches.
- Wed. 19th Wind and weather as before. Towards the evening thunder, lightning and rain. One Javanese supervisor and 47 carpenters working and breaking away the roof covering in the waist. Painted the mizzen mast and refitting some of the rigging. Received 10 bags rice and two [illegible]. At the pump 10 inches.
- Thurs. 20th Wind and weather as before. 47 carpenters and 2 Javanese supervisors working as before. Two men back from the hospital. Received victuals as well as the new rigging and spare crosstrees which were stored. Cemented the baking oven and the galley. At the pump 11 inches.
- Fri. 21st Wind N.W. and N.N.W. and Easterly. Light topgallant sail breeze. Cloudy, hazy sky. One man to the hospital. The petty officer inspected the kit. Two Javanese supervisors and 45 carpenters working as before preparing the new bowsprit. Painted and tightened the foremast. Sold some valuable gear. At the pump 12 inches.
- Sat. 22nd March Wind S.W. West and N.W. During the evening there was a showery sky with thunder, lightning and rain. 2 Javanese supervisors and 43 carpenters worked as before nailing planks on the port side and the starboard side. Painted the foremast. The first clerk, J. Momburg, was put into irons for insubordination as was the cook's mate, T. van Gelderen, for drunkenness and also for fighting.
- Sun. 23rd Wind W.N.W. and West. Overcast sky, with thunder, lightning and rain. One man to, and one man out of, the hospital and back on board. Received victuals. Held kit and weapon inspection. The cook's mate released. At the pump 8 inches.

Mon. 24th	The wind N.W. and North. Light b/s breeze with hazy sky. One man to the hospital. Two Javanese supervisors and 44 carpenters as before. One Javanese supervisor and 6 caulkers working in the 'tweendeck. The 1st clerk, J. Momburg released. The sailor, C [illegible], deceased in the hospital. Received planks. The oakum pickers did the necessary. At the pump 12 inches.
Tues. 25th	The wind west during the evening N.N.E. Light breeze with clear sky. Received the large main topmast on board. Received victuals. 2 Javanese supervisors and 51 carpenters broke open the waist deck. 2 Javanese supervisors and 20 caulkers caulking in the 'tweendecks. 1 Javanese supervisor and 3 masons repaired the galley and the stoves. Despatched the coopers to the shore for their daily work. At the pump 16 inches.
Wed. 26th	Wind and weather as before. One Javanese supervisor and 49 carpenters and 20 caulkers working as before. When drilling into the galley, found it to be completely decayed. Three masons broke it down. Took down the main and the mizzen topmast and repaired the small capstan. Repaired the hatch behind the main mast. At the pump 19 inches.
Thurs. 27th	The wind N.N.W., S.S.W. Towards the evening there was a steady, light topgallant sail breeze. Hazy sky. One man to the hospital. One Javanese supervisor and 49 carpenters, one Javanese supervisor and 21 caulkers and 3 masons all worked as before. Received ship's provisions and victuals. At the pump 12 inches.
Fri. 28th	Wind and weather as before. One Javanese supervisor and 20 caulkers working as before. Received some timber. Carried out routine duties on board. At the pump 18 inches.
Sat. 29th	Wind S.W. and N.N.W. Variable topgallant sail breeze. Clear and cloudy sky. One Javanese supervisor and 46 carpenters plus one Javanese supervisor and 21 caulkers on board and working as before. The men were picking oakum. At the pump 19 inches.
Sun. 30th March	Wind and weather as before. Fetched drinking water for daily use. Had a day of rest and kit inspection. At the pump 20 inches.
Mon. 31st	The wind West and N.W. Light topgallant sail breeze with clear sky. One Javanese supervisor and 49 carpenters and one Javanese supervisor and 25 caulkers doing the necessary. Six men came back

from the hospital. The sailmakers were busy working on the awnings, others were airing the flags. During the night there was a heavy storm with rain, thunder and lightning.
At the pump 21 inches.

April

Tues. 1st April	The wind N.W., West, S.E. Very light topgallant sail breeze with overcast and hazy sky. Two Javanese supervisors and 49 carpenters, one Javanese supervisor and 23 caulkers putting in a new deck in the waist - drilling holes and ramming in the bolts. ²⁰⁹ Caulkers in the 'tweendecks received some planks without any cordage. Carried out routine tasks. At the pump 28 inches.
Wed. 2nd	The wind west, N.W. to E.N.E. Variable topgallant sail breeze with overcast sky, thunder and rain. Carpenters and caulkers as before. Received 2 bow planks and 2 new segments. Tightened the mizzen rigging. Picked oakum. At the pump 23 inches.
Thurs 3rd	Wind and weather as before. The previously mentioned carpenters and caulkers worked on board as before. Received victuals as well as other provisions. Carried out routine tasks. At the pump 21 inches.
Fri. 4th	The wind North and N.W. Light topgallant sail breeze with hazy sky. Two Javanese supervisors and 49 carpenters, one Javanese supervisor and 28 caulkers as before. Attended to the forerigging and did the necessary. One Javanese supervisor, four masons and five helpers came on board to repair the galley. At the pump 28 inches.
Sat. 5th	Wind and weather as before. Despatched one man to hospital and received one back from there. Carpenters and caulkers as before busy putting in the beams of the galley. The masons busy working on the galley. Received victuals. Carried out routine tasks. At the pump 27 inches.
Sun. 6th	Wind and weather as before. Held kit and weapon inspection. ²¹⁰ Apart from that a day of rest. Received victuals. At the pump 23 inches.
Mon. 7th	The wind North and cloudy. Topgallant sail breeze with hazy sky. Two Javanese supervisors and 49 carpenters, one Javanese supervisor and 25 caulkers worked as before. The sailmakers were busy on the awnings and the went cooper to the shore. At the pump 29 inches.

²⁰⁹ Interesting comment on shipbuilding techniques. The 'bolts' would probably have been treenails.

²¹⁰ The Letters of Articles and kit and weapon inspections always took place on a Sunday.

Tues. 8th April The wind S.S.W. to N.W. Light topgallant sail breeze. Clear but hazy sky. Carpenters and caulkers as before. The Lieutenant [illegible] and Surgeon Major [illegible] were instructed to inspect the remaining victuals of the ship *De Ruijter*. The sailor, P. [illegible], was again in irons for drunkenness. At the pump 34 inches.

IN THE ROADSTEAD OF SOURABAIJA

Wed. 9th The wind S.S.W. to N.W. Light topgallant sail breeze with clear and hazy sky. Two Javanese supervisors and 49 carpenters, one Javanese supervisor and 25 caulkers came on board. The former worked in the waist taking out planks and turning them around. Opened up the seams and commenced caulking. The sailmakers worked on the awnings. The sailor, W. Andries, put in irons as well as the sailors, Golleking and Van Dam. At the pump 20 inches.

Thurs. 10th The wind North, to N. W. Light topgallant sail breeze with hazy sky. 2 men on board back from the hospital and one man was despatched to the same. Received victuals. Two Javanese supervisors and 48 caulkers and 2 Javanese supervisors and 48 carpenters working as before. Took the capstan out and fastened it back again in the same place. Received provisions. Carried out routine tasks. At the pump 32 inches.

Fri. 11th The wind S.W., W. and N.N.W. Light topgallant sail breeze with cloudy and hazy sky. Had the pork in the warehouse resalted.²¹¹ Two Javanese supervisors and 49 carpenters and two Javanese supervisors and 47 caulkers on board working as before. Brought up the [illegible] blocks.
Carried out routine tasks. At the pump 34 inches.

Sat. 12th The wind light and variable. Cloudy sky with thunder and lightning. Despatched one man to the hospital. Carpenters and caulkers as before. Carried out routine tasks.

Sun. 13th The wind N.W. to S.W. and south with overcast sky. In the evening there was thunder and lightning. Received victuals. At the pump [illegible] inches.

Mon. 14th The wind E.N.E., north to S.E. Variable topgallant sail breeze. During the evening there was heavy thunder and rain. Two Javanese supervisors and 50 carpenters, plus two Javanese supervisors and 50

²¹¹ Meat tended to go bad in the hot, humid climate and salting was the only way to prevent this happening.

caulkers as before caulking in the waist. The sailmakers repaired the storm staysails. Tested the fire pump and found that the pipe near the cable was broken. Picked oakum. At the pump 15 inches.

- Tues. 15th Wind N.E. and E.N.E. Topgallant sail breeze with clear sky. Two Javanese supervisors and 49 carpenters, two Javanese supervisors and 50 caulkers working as before. One master mason and 10 labourers came on board to repair the galley. Sailmakers worked as before. Picked oakum. Received some ship's provisions. At the pump 38 inches.
- Wed. 16th April The wind N.W. and S.E. to East. Variable breeze with hazy sky. Two Javanese supervisors and 49 carpenters, two Javanese supervisors and 40 caulkers doing the necessary. One mason worked on the galley. The sailmakers were busy as before. The cooper repaired the barrels. Fetched the cap of the foremast from the warehouse. Carried out routine tasks.
- Thurs. 17th The wind S.E., S.E.E. and E.S.E. Fresh topgallant sail breeze with hazy and cloudy sky. Two Javanese supervisors and 48 carpenters and one Javanese supervisor and 50 caulkers on board who brought two rafts to be able to caulk on the outside of the ship. Busy bolting the wale²¹² on the port side and where possible caulking the forecastle and the gangboards. The mason repaired the galley. Took the bollard out of the gun room on the port side near the main hatch. At the pump 30 inches.
- Fri. 18th The wind throughout the 24 hours S.E. and E.S.E. Topgallant sail breeze with clear sky. Two Javanese supervisors and 49 carpenters, two Javanese supervisors and 48 caulkers worked as before. Picked oakum. At the pump 36 inches.
- Sat. 19th The wind E.S.E. and S.E. to S. Topgallant sail breeze with hazy sky. Despatched two men to the hospital. Received victuals. Two Javanese supervisors and 49 carpenters brought six planks with them and two Javanese supervisors and 50 caulkers, worked as before. 10 masons worked on the galley. Inspected and rejected the old bow anchor rope. Pumped from 40 to 4 inches.
- Sun. 20th The wind S.S.E., East and E.S.E. Light breeze with clear sky. One man out of the hospital. Received victuals. Held kit inspection. At the pump 36 inches.
- Mon. 21st The wind N.E., North, West and East and S.E. Cloudy sky with driving

²¹²See glossary.

rain. Carpenters and caulkers as before, but also breaking out planks on the quarter-deck and replacing them. On the port side, outside, they began opening up the seams. The sailmakers were busy repairing the storm staysails. The men picked oakum and carried out routine tasks while on duty. Pumped from 38 to 4 inches in the bilges.

- Tues. 22nd April The wind East and S. Easterly . Topgallant sail breeze with rainy sky. 49 carpenters and three Javanese supervisors, 51 caulkers and two Javanese supervisors came on board.
The wind East and S. Easterly topgallant sail breeze, rainy sky. 49 carpenters and 3 Javanese supervisors, 51 caulkers and 2 Javanese supervisors, working as before. The thick wale was caulked four times and four times the seams re-opened. Received victuals. The cooper, D.W. Ten Blom, was locked in irons for impudence.
At the pump Aft 44 inches; Midships 24 inches.
Fetched some bollards and placed them aft on the starboard side in order to careen the ship.
- Wed. 23rd The wind S.E., E.S.E. and E. to S. Fresh topgallant sail breeze with a cloudy sky. One man despatched to the hospital. 3 Javanese supervisors and 50 carpenters, 2 Javanese supervisors and 51 caulkers worked as before, repairing the main timber joints in the galley. 11 masons were working in the same area. Some more beams on the starboard side were repaired so that the ship could be careened further. Received some victuals.
Pumped down to 4 inches.
- Thurs. 24th The wind was from the east, E.S.E. and S.E. A topgallant sail was blowing but there was clear sky. 3 Javanese supervisors and 49 carpenters, 2 Javanese supervisors and 50 caulkers on board were busy planking the quarter-deck, taking off the copper on the port side and opening up the seams so that they could be caulked. A new joint needed to be replaced in the starboard 'tweendeck. 5 men were sent to the hospital. Received victuals, fetched water daily.
At the pump 14 inches.
- Fri. 25th The wind N.W. and North turning to the East. Topgallant sail breeze. Hazy overcast sky with little rain. One man to and one man back from the hospital. The blacksmith, 1st Cl. C.H. Lutkens, of H.M. Frigate *Maria Rijgersbergen*, on board. He was placed on our register.²¹³ 3 Javanese supervisors and 49 carpenters, 51 caulkers and 2 Javanese supervisors worked as before by opening up the seams, caulking and coppering the thick wale. Released the cooper. Moved some ballast

²¹³There appears to have been a certain amount of movement amongst the sailors while the ships were in port, due to sickness and desertions.

from starboard to port. Received some provisions.
At the pump Aft 23; Midships 6 inches.

- Sat. 26th The wind variable from S.W. to E.S.E. and N.E. and East. Light topgallant sail breeze. Overcast and showery sky, in the afternoon thunder, lightning and rain, 1 man to the hospital. 3 Javanese supervisors, 49 carpenters and 51 caulkers worked on board as before. Picked oakum and carried out routine tasks.
At the pump Aft 31 inches; Midships 14 inches.
- Sun 27th The wind and the weather as before. Received victuals. The sailor, A. van Oud, was thrown into irons for staying ashore after coming out of hospital.
At the pump Aft 19 inches; Midships 7 inches.
- Mon 28th The wind calm to East and S.E. Light and fresh topgallant sail breeze with showery sky and distant thunder. 49 carpenters and 3 Javanese supervisors, plus 52 caulkers and their 3 Javanese supervisors were all working on board. Received 30 sheets of old copper and some pounds of nails.²¹⁴ The sailmaker was ready with the storm staysails. He brought the flying jib and topgallant mast staysail on board. 1 man back from the hospital. Received some victuals.
At the pump Aft 20 inches ; Midships 11 inches.
- Tues 29th The wind variable from S.W. to E.S.E. and E.N.E. Light breeze and calm, cloudy and hazy sky. Despatched 2 men to the hospital. Received a report from Batavia that the second carpenter, P. Stillebouden, being in our register, had passed away. 49 carpenters and 2 Javanese supervisors as well as 52 caulkers and 2 Javanese supervisors continued working on the previous activities. The sailmakers and coopers were doing what was necessary. The men made mats.
At the pump Aft 30 inches; Midships 13 inches.

IN THE ROADSTEAD OF SOURABAIJA

- Wed. 30th The wind S.W. and S.E. and N.N.E. Light breeze clear sky. 3 Javanese supervisors and 49 carpenters, plus 2 Javanese supervisors and 53 caulkers were busy opening the seams and caulking and nailing new copper on the port side as well as caulking on the quarter-deck, breaking out and inserting new planks. 4 men back from the hospital. Received 500 yards linen, 50 strands twine, 1 barrel of pitch, 50 jars of grease, 1 rope of 20 strands, 1 piece of rope of 100 fathoms long and

²¹⁴These were carried for use in repair work while the ship was at sea.

6 inches in diameter and ½ a piece, fifty fathoms in length and 5½ inches in diameter. The sailmakers were busy with the flaps of the awnings. Fetched water daily.

At the pump Aft 17 inches; Midships 9 inches.

May

- | | |
|---------------|--|
| Thurs 1st May | <p>The wind S.W. changing to E.N.E. and N.E. Light, calm, hazy and cloudy sky. Despatched 4 men to the hospital. Received victuals. 3 Javanese supervisors, 50 carpenters, 2 Javanese supervisors and 49 caulkers were working on the quarter-deck and taking out gangplanks and putting in new ones. Caulking and coppering of the heavy wale took place and regular maintenance was carried out.</p> <p>At the pump Aft 26 inches; Midships 7 inches.</p> |
| Fri 2nd | <p>The wind E.S.E. and S. to E. Topgallant sail breeze, with hazy sky. Despatched one man to the hospital. 3 Javanese supervisors and 49 carpenters, 2 Javanese supervisors and 53 caulkers were all working as before. Received 26 half and 4 whole sheets of copper, 15 barrels of copper tacks and 18 barrels of iron nails, 1 barrel pitch, 1 barrel of tar and 5 planks. Worked on the rigging and carried out the necessary duties on the ship.</p> <p>At the pump Aft 28 inches; Midships 12 inches.</p> |
| Sat. 3rd | <p>The wind S.W. and E.S.E. and N.E. Light topgallant sail breeze with clear sky. Received victuals. Despatched one man to the hospital. 3 Javanese supervisors and 49 carpenters, 2 Javanese supervisors and 53 caulkers were on board working as before. Removed the wale on the port side. Carried out routine tasks.</p> <p>At the pump Aft 30 inches; Midships 12 inches.</p> |
| Sun. 4th | <p>The wind East, E.S.E. to S.W. and S.S.W. Light breeze, clear hazy sky. Despatched one man to the hospital. Received victuals and fresh vegetables. 1 man deceased in the hospital. Held kit inspection.</p> <p>At the pump Aft 30 inches; Midships 11 inches.</p> |
| Mon. 5th | <p>The wind E.S.E. and S.S.E. Light breeze and clear sky. Received water for daily use. 2 Javanese supervisors and 53 caulkers plus 3 Javanese supervisors and 49 carpenters busy fitting out the galley and removing damaged planks on the quarter-deck, caulking the cabin and the longroom. The sailmakers were occupied making the flying jib. Picked oakum and despatched the boatswain and some men to the warehouse to work there. One man out of the hospital.</p> <p>At the pump Aft 30 inches; Midships 20 inches.</p> |
| Tues. 6th | <p>The wind E.S.E., S.S.E. Light breeze, clear sky. Despatched 2 men to</p> |

the hospital. 53 caulkers and 2 Javanese supervisors and 50 carpenters and 3 Javanese supervisors were occupied fitting planks into the quarter-deck, and removing and replacing planks on the companion deck on the starboard side. They were also working on the galley on the port side inserting new knees and caulking the quarter-deck. Received some provisions. The sailmakers were busy on the flying jib. The men picked oakum. Work was carried out on the rigging. At the pump Aft 36 inches; Midships 23 inches.

- Wed. 7th The wind East, E.S.E. and S.E. light with top gallant sail breeze and hazy sky. Despatched one man to the hospital. 3 Javanese supervisors and 50 carpenters and 2 Javanese supervisors and 53 caulkers working as before. Opened the seams and caulked on starboard in the bow.
- Received: a rope of 26 strands
 six ropes of 5 strands
 four ropes of 6 strands
 two ropes of 7 strands
 two ropes of 8 strands²¹⁵
 and twenty-five fathoms of 4½ inch rope for a mizzen topmast stay
- Received victuals. The sailmakers repaired the linen staysails. The cooper made buckets. Carried out routine ship's tasks.
- Thurs. 8th Wind E.S.E., S.E. to E. Top gallant sail breeze with clear sky. Received victuals. Carpenters and caulkers as above. Received on board a new stern plank, which was fitted.
- At the pump A ft 22 inches; Midships 6 inches.
- Fri. 9th The wind S.E. and South. Top gallant sail breeze with clear sky. Despatched 2 men to the hospital. The carpenters and caulkers worked as before and the outer port side is completely caulked and coppered. Received some planks and provisions. The sailmakers busy on the top gallant mast staysail. The sailor, 3rd class, A.B.M. Vermeulen, promoted to second carpenter. Carried out routine tasks.
- At the pump Aft 28 inches; Midships 14 inches.
- Sat. 10th The wind S.E. and South. Carpenters and caulkers on board as before, working on the outer starboard side between the main and the foremast under the heavy wale. Discovered 2 rotting areas which were sawn out and replaced. Subsequently opened the seams and caulked them. One man back from the hospital. Received victuals. Carried out routine tasks.

²¹⁵Ropes of different thicknesses were used for different purposes.

At the pump Aft 18 inches; Midships 32 inches.

- Sun. 11th The wind S.E., East and E.S.E. Light top gallant sail breeze with clear sky. Received victuals. 50 carpenters and 3 Javanese supervisors, 53 caulkers and 2 Javanese supervisors removed deck planks and gang boards in the waist and then replaced them again. Opened up the seams and caulked on the starboard side under the heavy wale and fitted a strip of copper. Had the Letter of Articles read. Held kit and weapon inspection.
At the pump Aft 35 inches; Midships 21 inches.
- Mon. 12th Wind and weather as before. Carpenters and caulkers worked as above. Discovered a rotten plank on starboard side under the heavy wale and removed it. Received some carpenters' provisions. Placed the step around the foremast. Carried out routine tasks.
At the pump Aft 36 inches; Midships 24 inches.
- Tues. 13th The wind E.S.E., S.E. and East. Variable topgallant sail breeze with hazy sky. Carpenters and caulkers as above worked as before. Received some ship's provisions. Lashed the [illegible] to the foremast and put the [illegible] on the main mast.
Pumped from Midships 36 inches; Aft from 24 inches to 3 inches.
- Wed. 14th The wind east and S.E. Topgallant sail breeze. Carpenters and caulkers as before. Stowed ballast down the hatch. The sailmakers were busy on the staysails. Carried out routine tasks.
At the pump 13 inches.
- Thurs. 15th The wind S.E. and East. Light breeze with clear sky. 5 men out of the hospital. 3 Javanese supervisors and 49 carpenters plus 2 Javanese supervisors and 50 caulkers came on board. Received 30 sheets of copper, a batch of nails and a barrel of pitch. Received victuals.
At the pump Aft 17 inches; Midships 1 inch.
- Fri. 16th Wind and weather as before. 2 Javanese supervisors and 50 carpenters plus 2 Javanese supervisors and 53 caulkers busy as before. Carried out routine tasks. At the pump Aft 17 inches; Midships 4 inches.
- Sat. 17th The wind throughout the 24 hours S.S.E. and S.E. Light breeze with clear sky. Accommodated those men on board in the waist. Cleared the decks in general. Carpenters and caulkers as mentioned worked as before. Received 20 sheets copper and 1 barrel of pitch. The sailmakers made a cross on the mizzen topsail.
At the pump Aft 26 inches; Midships 9 inches.

- Sun 18th The wind S.E., E.S.E. and East. Light and fresh top gallant breeze with hazy sky. Despatched one man to the hospital. Received victuals. The sailor, W. de Bie, was placed in irons for drunkenness. Carried out routine tasks.
At the pump Aft 27 inches; Midships 10 inches.
- Mon. 19th The wind S.E. and East. 3 Javanese supervisors and 49 carpenters, 2 Javanese supervisors and 53 caulkers on board to caulk the seams and put in the wooden floor of the companion deck. Carpenters fitted cross beams on the bow to replace rotten ones. They were busy trying to reach a frame from the inside and bend a wale from the outside. Inspected the kit and received some provisions and victuals.
At the pump Aft 27 inches; Midships 10 inches.
- Tues 20th The wind S.E. and E.S.E. Light topgallant sail breeze with clear sky. 49 carpenters and 3 Javanese supervisors and 53 caulkers and 2 Javanese supervisors working as before. Received some cordage, copper sheets and collected 2 casks of coarse gunpowder from the warehouse. The sailmakers repaired the mizzen topsail. The carpenters took off the port rails completely while the painters painted the cabin.²¹⁶ Carried out routine tasks.
At the pump Aft 30 inches; Midships 13 inches.
- Wed. 21st Wind and weather as before. 50 carpenters and 2 Javanese supervisors, 53 caulkers and 2 Javanese supervisors did the necessary. Aft starboard side coppered, up to the gangway, caulked leaking seams in the stern section and painted the 'tweendecks. The sailor, W. de Bie, out of irons. The Lieutenant 1st Cl. D., W. Kichener, despatched to H.M. Ship *Prins Frederick*. The sailor, P van Tooren, put into irons for drunkenness. Sold some goods from one of the deceased in front of the main mast.²¹⁷
At the pump Aft 32 inches; Midships 15 inches.
- Thurs. 22nd The wind from S.W. to S.E. Weather as before. Carpenters and caulkers as above worked as before. Received victuals. The sailor, D. van Veen, passed away in the hospital. Received some provisions.
At the pump Aft 37 inches; Midships 18 inches.
- Fri. 23rd The wind S.S.W. to S.W. Variable topgallant sail breeze with clear sky. Carpenters and caulkers as before. Received some provisions. The sailor, P. van Tooren, released from irons. Carried out routine tasks.

²¹⁶ A type of limewash was used on the inside of special areas, such as the captain's cabin.

²¹⁷ There seems to be no record of where the money went, but it was presumably given to the next of kin when the ship eventually arrived back in the Netherlands.

At the pump Aft 36 inches; Midships 20 inches.

- Sat. 24th The wind S.E. and E.S.E. Topgallant sail breeze with clear sky. Received victuals as well as some timber. Carpenters and caulkers worked as before. Took off the starboard rails completely. The sailmakers repaired the mainsail.
At the pump Aft 37 inches; Midships 21 inches.
- Sun. 25th The wind S.E. Light topgallant sail breeze with hazy sky. 2 men out of hospital. Received victuals. The Naval Cadet 2nd Cl. having been despatched to the Colonial schooner, came back on board. Scrubbed the decks.
At the pump Midships 24 inches; Aft 31 inches.
- Mon. 26th The wind S.E. Light top gallant sail breeze with hazy sky. 2 Javanese supervisors and 50 carpenters plus 2 Javanese supervisors and 52 caulkers, working on starboard. They opened up the seams and caulked the heavy wale. Repaired and fastened the figurehead on the galleon.²¹⁰ Caulked the orlop deck. Busy on the main- and foretopmast stays. Again accommodated the men in the 'tweendeck. Despatched the sailmakers to the shore to collect the mizzen topsail which was repaired.
At the pump Midships 6 inches.
- Tues. 27th The wind variable from S.W. to S.E. and E.N.E. Light and fresh topgallant sail breeze with hazy sky. 3 Javanese supervisors and 49 caulkers, 2 Javanese supervisors and 52 carpenters busy as before. Despatched casks to the shore. Made cartridges.²¹¹ The men-spliced rope and picked oakum. The sailmakers were busy on the mizzen topsail.
At the pump Midships 28 inches; Aft 40 inches.
- Wed. 28th The wind S.E. Light breeze with clear sky. Despatched one man to the hospital. 2 Javanese supervisors and 49 carpenters, 3 Javanese supervisors and 53 caulkers on board working as before. Carried out routine tasks.
At the pump Aft 46 inches; Midships 28 inches.

²¹⁰Norton, Peter. 1976 *Ship Figureheads*. Newton Abbot, London, Vancouver : David & Charles. Although there is no mention of the design of the figurehead, the drawing illustrates a lion. Dutch lions were very similar to the English ones but were only crowned by the 19th Century after the monarchy had been restored. Often they were painted red with a yellow crown. Dutch lions tended to be less Chinese in appearance and were leaner and more leggy than the English ones. The lion made a fine and appropriate figurehead for a man o' war. pp 47-57, 69-72.

²¹¹Used special bullet moulds. Examples have been found on the wreck of the *Dodington* 1755.

- Thurs. 29th Wind and weather as before. Despatched 3 men to the hospital. Received victuals. Carpenters and caulkers, as well as putting in new planks were also instrumental in scrubbing the decks. Received victuals and some barrels as well as other cordage. Carried out routine tasks.
- Fri. 30th The wind from the S.W. to S.E. with some rain. Despatched one man to the hospital. Carpenters and caulkers as before. Removed some hatch covers. Received victuals. The sailmakers busy on the mizzen topsail while the men worked on the topmast backstays. Pumped from Aft 8 inches; Midships 37 inches to 0 inches.
- Sat. 31st Wind and weather as before. Received victuals. Despatched 2 men to the hospital. Carpenters and caulkers as before, working on the wale. Placed pitch on the orlop deck and caulked it. Repaired the mizzen topsail, scrubbed the decks as usual and received goods such as 40 tins of black paint and linseed oil.²¹² Also received two anchors. The sailor, P. Hartman, put in irons for drunkenness.

IN THE ROADSTEAD OF SOURABAIJA

June

- Sun. 1st The wind S.E. Received victuals, read the Letter of Articles. The decks swabbed down as usual. Fetched drinking water daily. At the pump Aft 13 inches; Midships 10 inches.
- Mon. 2nd Wind and weather as before. 2 Javanese supervisors and 36 carpenters plus 2 Javanese supervisors and 53 caulkers busy nailing down the planking. Put in the decks on the starboard side and caulked the wale on the port side. The schooner No. 1 and the small schooner *De Duivel* were in the Roadstead. Put up the mizzenmast and repaired the big capstan. The sailor, P. Hartman, released from irons. Carried out routine tasks. At the pump Midships 22 inches; Aft 33 inches.
- Tues. 3rd The wind S.E. with light rain. 2 Javanese supervisors and 36 carpenters plus 2 Javanese supervisors and 53 caulkers on board working as before. Received victuals. The men busy erecting the rigging. Naval Cadet 1st Cl., Van Wietzomar, of the Colonial Navy despatched with the 2nd Lieutenant to collect a gun mounting. At the pump Aft 42 inches; Midships 22 inches.

²¹²Used on the exterior of the ship.

- Wed. 4th The wind S.W., S.S.E. Aired the sails. 2 Javanese supervisors and 30 carpenters plus 2 Javanese supervisors and 50 caulkers working as before. Received 3 sheets of copper and some provisions. Oiled the rigging. The sailmakers as before. The sailor, C. van Eijnde, passed away. Carried out routine work.
Pumped water down to 4 inches.
- Thurs. 5th Wind and weather as before. 2 Javanese supervisors and 40 carpenters plus 2 Javanese supervisors and 53 caulkers as before. Received some provisions. 3 men from hospital back on board. Oiled the rigging and the cordage for the main mast. Cleaned the fore hold. Carried out routine work.
At the pump Aft 10 inches; Midships 10 inches.
- Fri 6th The wind E.S.E., S.E. to E.N.E. Light top gallant sail breeze with clear sky. 2 men to the hospital. Carpenters and caulkers as above worked as before to do the necessary. Received some provisions. Refitted and oiled more of the rigging. Painted the well deck and limewashed the upper deck.
At the pump Aft 21 inches.
- Sat. 7th The wind from the South to S.W. and East. Received victuals. Carpenters and caulkers on board as above, worked as before. Lifted the heavy wales and deck planks under the capstan and found them to be completely decayed. Had four extra knees made to reinforce it. The mizzen mast was brought on board from the shore as well as the crosstrees and the yard arms.
At the pump Aft 21 inches; Midships 8 inches.

IN THE ROADSTEAD OF SOURABAIJA

- Sun. 8th The wind S.S.W., West, turning N.E. and E.S.E. Variable light breeze with clear sky. Victuals received. Held kit inspection. Carried out routine tasks.
At the pump 24 inches.
- Mon. 9th The wind variable from W.S.W. to E.N.E. Light top gallant sail breeze with clear sky. 1 man to the hospital. 1 Javanese supervisor and 24 carpenters plus 1 Javanese supervisor and 20 caulkers busy putting in a wale, replacing a yard and the outside the railing as well as the walkway above the fore-channel. Busy opening the seams and caulking. Received nails for the new foremast, crosstrees, topgallant cap channel and various blocks and chain plates. Moved the fore

topmast forward.²¹³ The sailmakers were repairing the ground sheet and the decks were scrubbed daily.

At the pump Aft 20 inches; Midships 11 inches.

- Tues. 10th The wind east and E.S.E. Variable breeze with clear hazy sky. One man to, and one man back, from the hospital. Same number of carpenters and caulkers as above worked as before. Collected 24 joists from the warehouse as well as the main cap and cordage. The blocks needed to be examined. Removed ballast from the aft hold. Removed the bottom boards, cleaned the hold and repaired the spice cupboards. Repaired the mizzen mast rigging. Received 500 yards of old sail for repairs and men's clothing.²¹⁴
At the pump Midships 13 inches; Aft 20 inches.
- Wed. 11th The wind swung from S.W. to S.E. with clear sky. Carpenters and caulkers as before, working as before. Received the foremast. Fetched 20 casks from shore which were stowed mainly in the aft hold. Carried out routine tasks.
At the pump Midships 15 inches; Aft 30 inches.
- Thurs. 12th The wind S.W. South, S.E. and E.S.E. Calm at first, increasing to a fresh top gallant sail breeze with clear sky. One Javanese supervisor and 24 carpenters plus one Javanese supervisor and 11 caulkers busy putting a new section into the foremast. Also caulking and working as before. Received some provisions. Put up the fore topgallant crosstree with the topmast. Repaired the main mast and brought up the cap. The Captain Lieutenant [illegible] and the 1st Lieutenant [illegible] came on board. Received 18 joists back again.
- Fri. 13th The wind E.S.E. Light steady top gallant sail breeze. Hazy sky with rain, clearing later to a clear sky. 24 carpenters and 1 Javanese supervisor on board plus 17 caulkers and 1 Javanese supervisor busy on the railing and caulking. Attached the main rigging to the futtock shrouds, painted the gun mountings, received victuals and provisions. The sailmakers repaired the sailcloth and the jib. Scrubbed the decks. At the pump Aft 32 inches; Midships 20 inches.
- Sat. 14th The wind S.W. and S. to E.S.E. Variable topgallant sail breeze with cloudy sky and rain and lightning. 1 man to the hospital. Carpenters and caulkers as above worked as before. Brought the main topgallant crosstrees onto the deck. The sailor, C. van den Bergh, passed away.

²¹³This altered the trim and allowed for a more even draught.

²¹⁴This seems to imply that clothing was made from sail cloth.

Pumped down to 4 inches.

- Sun. 15th The wind from S.W. to East and S.E. Weather as before. Received victuals. Held weapon inspection, tested the fire pump and pumped water overboard. 2 men to, and 1 man back, from the hospital. At the pump Aft 15 inches.
- Mon. 16th The wind S.W., E.S.E. and South. Light breeze with clear sky. Despatched 1 man to the hospital. 1 Javanese supervisor and 24 carpenters plus 1 Javanese supervisor and 4 caulkers on board. Closed the hatches and port portholes. Connected the mizzen topmast rigging, hoisted the large rope blocks. The sailmaker repaired the jib and worked on the fore topmast stay sail. Carried out routine tasks. At the pump Aft 17 inches; Midships 2 inches.
- Tues. 17th The wind variable from S.W. to E.S.E. Light topgallant sail breeze with clear sky. Carpenters and caulkers worked as before. 16 joists were brought on board. Put up the main topmast and attached the topmast rigging. Also attended to the mizzen topmast and main futtock shrouds which supported the main rigging. At the pump Aft 20 inches; Midships 15 inches.
- Wed. 18th Wind and weather as before. Carpenters and 1 Javanese supervisor busy making the jib cleats for the topsails. The sailmakers busy on the main sail and rigging and also on the topmast rigging. The carpenters worked on the bowsprit,²¹⁴ which needed to be repaired.
- Thurs. 19th The wind from S.W. to West and S.E. 1 Javanese supervisor and 24 carpenters busy on board repairing portholes which were damaged. The six coopers worked on the barrels. All the guns were checked. The linings of the hawseholes were repaired. Received victuals as well as the mizzen yard boom. The sailmakers were ready with the staysail. The men worked on sections of the rigging and stowed cargo in the main hold. Made ready for the master. At the pump, Midships 9½ inches.
- Fri. 10th The wind S.W., S.E. and N.W. Variable light breeze with clear sky. Carpenters as before working on the rigging. 4 men out of the hospital on board. Fetched the yards and all the topgallant sails to be repaired from the them, rigged the mizzen topsail and made extra rope. Carried out routine tasks. At the pump Aft 22 inches; Midships 10 inches.

²¹⁴ In the drawings of the *Amsterdam* from the Rijksarchief, the bowsprit appears to be strangely positioned - possibly artist's licence.

- Sat. 11th The wind S.W. and South. Light breeze. During the middle watch at about 00.30 a.m., after walking out of the sick bay with a terrible fever, the Provost, J Winkel, jumped overboard through one of the ports in the waist, despite those who were keeping a watch on him. The sailor, J. Kopersmit, being present jumped after him, offering humanity without thanks, to save him if it was possible. The sailor, J Lindeman, realising that the mentioned Kopersmit was not able to save him, jumped overboard with the same inspiration, out of his berth, to keep his mate alive and he managed, having applied some effort, to keep his head above water until H.M. *Enige* , the small schooner that was sent to assist them, brought them all back on board.²¹⁵
24 carpenters and 1 Javanese supervisor busy as before. Received victuals. In the afternoon the wind changed to W. and S.W. with a fresh reefed topgallant sail breeze. Some argument arose amongst the crew as to who was responsible for repairing the railings.
At the pump Aft 17 inches.
- Sun. 12th The wind S.W., South and S.E. and E.S.E. Light breeze with clear sky. J. Winkel was taken to the hospital for the post-mortem examination. Held kit and weapon inspection. The sailor, W Kebel, and the 3rd Mate, Breimeester, put in irons for drunkenness.
At the pump.
- Mon 13th Wind and weather as before. The Lieutenant 1st Cl. Beiers to the hospital, the sailor, Kebel and Mate, Breimeester released. One Javanese supervisor and 24 carpenters on board. The sailmakers were busy organising shackles for the jib, caulking and bolting deck planks down and the crosstrees were dipped in paraffin wax²¹⁶ as were the gang boards on the quarter-deck. The sailmakers busy on the fore and main topgallant sail and the main top mizzen sail. Scrubbed the decks as usual.
At the pump Aft 22 inches; Midships 13½ inches.
- Tues. 14th The wind S.W., S.E. and East. Light breeze and overcast sky. Carpenters working as before. Carried out routine tasks. Received some victuals from the shipyard as well as part of the mizzen topmast and the new topgallant crosstree. Put the gaff²¹⁷ on the main topmast. At the pump Aft 24 inches ; Midships 15 inches.
- Wed. 15th The wind S.E., South, S.W. and again E.S.E. Light to fresh top gallant

²¹⁵ J. Winkel did not survive the ordeal.

²¹⁶ Used as a preservative.

²¹⁷ The gaff is a spar extending the top of fore and aft sail not set on stays.

sail breeze with hazy sky. 2 men to and 4 men back from the hospital. The carpenters as above worked as before. Carried out routine tasks. At the pump Aft 26 inches; Midships 13 inches.

Thurs. 16th

The wind S.E. weather as before. During the afternoon showery sky with thunder. Carpenters as mentioned above busy as before. In addition they put the finishing touches to the parapets. Attached the bow anchor rope and fastened the tiller with 11 screws and nuts. Received victuals. 14 planks arrived for the bulkhead in the hold. Prepared the mizzen topgallant rigging and continued to refit the rigging. Carried out routine tasks. At the pump Aft 27 inches; Midships 20 inches.

Fri 17th

The wind from East to S.E. Topgallant sail breeze. Carpenters working as above on rotten sections. Picked oakum. Raised the anchor chain and aired the flags. Scrubbed the decks. At the pump Aft 36 inches; Midships 24 inches.

Sat. 18th

The wind S.W., South and E.S.E. Variable breeze, and cloudy with hazy sky with a bit of thunder. Received victuals. 1 Javanese supervisor and 24 carpenters busy on the gun linings and hawsehole pads. Received 2 eyebolts for the mastheads and some provisions. Knotted yarn and picked oakum. The sailmakers repaired the topgallant sails, and also the ropes in the blocks. Carried out routine tasks. Pumped down to 4 inches.

Sun. 19th

Wind S.S.W. to South, S.E. and East. Light topgallant sail breeze with cloudy sky. Cleared the decks in general. Received victuals. Held kit inspection. Locked the Master Blacksmith as well as the cook's mate, J de Gelder, and the sailor, J. Slasiger, into irons in the storeroom for irregularities. Carried out routine tasks. At the pump Aft 10 inches.

Mon. 20th

Wind and weather as before. Hoisted the gaff sail. 1 man back from the hospital. Received some provisions as well as victuals. The sailor, J. Slasiger, released. 1 Javanese supervisor and 12 carpenters busy drilling and bolting and fastening the foresails outboard and fitting part of the railings supporting the port side. Making rope and refitting the rigging. Scrubbing the decks as usual and pumping water overboard.

At the pump Aft 13 inches; Midships 8 inches.

Tues. 21st

The wind from N.W. to East and S.E. Clear sky. Despatched 2 men to the hospital. 1 Javanese supervisor and 12 carpenters busy drilling the padding for the hawserholes. Slats on the gangboards replaced. Received the main top yard for the topgallant mast and also the rigging for the foreyard. Rigged the fore and main topyard. Made ready to

bring up the main yard. The cook's mate, J de Gelder, released. The sailmakers were making water hoses and repairing the topgallant sails. Scrubbed the decks and pumped excess water overboard as usual. At the pump Aft 20 inches; Midships 4½ inches.

Wed. 22nd The wind S.W., S.E. and E.S.E. Variable topgallant sail and lighter breeze with clear sky. Despatched 1 man to the hospital. 1 Javanese supervisor and 12 carpenters working on the decorations on the stern. Received victuals. Carried out routine tasks. At the pump Aft 21 inches; Midships 5 inches.

Thurs. 23rd The wind West, W.S.W. to East and E.S.E. Light topgallant sail breeze with hazy and cloudy sky. Despatched 2 men to the hospital. Received victuals. 12 carpenters, 1 Javanese supervisor and 4 caulkers working on the channels. Building [illegible] on the forecastle. Received the spare fore- topmast and the main topgallant rigging, brought the main topgallant mast up. Pitched and primed all the new external timbers. At the pump Aft 22 inches; Midships 7 inches.

Fri. 24th The Wind S.W. to East and E.S.E. Variable topgallant breeze with hazy, cloudy sky and a bit of thunder. The Rear-Admiral Buyskes came on board and was received with the honours appropriate to his rank. His Excellency gave on behalf of H.M. a medal to the paymaster to reward his humanity offered to the deceased sailor, H. Schreuder, on the 5th February, 1816.²¹⁸ His Excellency departed again with the same honours. 1 Javanese supervisor and 12 carpenters, 1 Javanese supervisor and 6 caulkers making new grids in the waist and repairing old ones. Refitted the rigging and pumped excess water overboard. At the pump Midship 9 inches; Aft 23½ inches.

IN THE ROADSTEAD OF SOURABAIJA

Sat. 25th The wind from West to East and S.E. Good weather. Received victuals. 1 Javanese supervisor and 12 carpenters, 1 Javanese supervisor and 6 caulkers busy with the railing on the main deck and caulking the base of the galley. Received the rigging tackle from the ship's yard. Received some provisions. Carried out routine tasks. At the pump Midships 10 inches; Aft 25½ inches.

Sun. 26th The wind S.W. changing to South, E.S.E. Variable topgallant sail breeze with cloudy sky. One man to the hospital. Received victuals and provisions. Held inspection and read the Letter of Articles. Put the Steward's Mate, J van Dyk, into irons for insubordination. Carried out

²¹⁸ Suitable rewards were given in special cases.

routine work. At the pump Aft 27 inches; Midships 13 inches.

Mon. 27th The wind W.S.W. and S.W. changing to East and E.S.E. Light to fresh topgallant sail breeze with clear and hazy sky. The Naval Cadet [illegible] to the hospital. 12 carpenters and 1 Javanese supervisor and 12 caulkers working as before. Received 6 of our guns back as well as the gunners' provisions which we had handed in to the warehouse in Sourabaija. Carried out routine tasks. At the pump Midships 19 inches; Aft 28 inches.

Tues. 28th Wind and weather as before. Carpenters and caulkers as before. Received provisions and victuals as well as 3 [illegible]. The Steward's mate, F G van Dijk, released from irons because of sickness. Covered the railing on the starboard side and the gangboards with pitch. Carried out routine tasks. At the pump Aft 40 inches; Midships 25 inches.

Wed. 29th Wind and weather as before. Collected eight guns as well as gunners' provisions. Carpenters and caulkers as before. At 10.30 a.m. the Sultan of Madura came on board. Received him with the normal ceremonies. J Wells and S Richardson came on board and were engaged as sailors 1st Cl. Sailmakers busy as before. Scrubbed the decks and pumped excess water overboard. Carried out routine tasks.

At the pump Midships 25 inches; Aft 44 inches.

IN THE ROADSTEAD OF SOURABAIJA

Thurs. 30th The wind South, S.W., E.S.E. and E.N.E. Light and calm with hazy sky and thunder. 2 men back from the hospital. 1 Javanese supervisor and 12 carpenters, 1 Javanese supervisor and 6 caulkers repairing the timber under the gangboards and the new gratings in the forecastle. Received victuals and 2 [illegible] as well as coarse gunpowder. The sailmakers repaired the topsail and gear and clothing, painted the stern, scrubbed the decks daily and pumped excess water overboard. At the pump Aft 48 inches; Midships 33¼ inches.

July

Fri. 1st July Wind and weather as before, with rain. Inspected the emergency anchor and the spare anchor stocks. Caulkers and carpenters worked as before and as above. Received ship's provisions as well as the fore and main topsail yards and did the necessary. At the pump 13 inches of water.

Sat. 2nd The wind N.E. to South and S.E. Topgallant sail breeze with hazy sky. 1 Javanese supervisor and 12 carpenters, 1 Javanese supervisor and

6 caulkers busy fitting the crosstrees. Received the bow anchor and kedge.²¹⁹ Placed the first mentioned under the derrick and last mentioned on the forecastle. Received victuals, provisions and necessities. At the pump Aft 20 ½ inches; Midships 5½ inches.

- Sun. 3rd The wind from West to East and S.E. with clear weather. Received fresh meat and vegetables. H.M.S. *Prins Frederick* in the roadstead. Fired a salute of 13 guns and was thanked by us with the same number. Carried out routine work. At the pump Aft 24 inches; Midships 11½ inches.
- Mon. 4th The wind S.W., S.E. and E.N.E. Variable breeze with clear sky. 1 Javanese supervisor and 8 carpenters working as before. Received provisions. Carried out routine tasks. At the pump Aft 36 inches; Midships 16½ inches.
- Tues. 5th Wind and weather as before. Loaded the battery for one shot. 1 Javanese supervisor and 8 carpenters on board bolting down the railings. Received provisions and victuals. Brought fore and aft top leesails on board. The Naval Cadet [illegible] as well as the sailor, De Groot, back from hospital. Received the message that the Cook's Mate, B. Schieveld and the sailor, F. Keller, passed away on the 3rd. Refitted the rigging. Picked oakum. Paid the ship's company quarters²²⁰ for the months of April, May and June. The First Lieutenant, Luikkens, back from the hospital. Found the davit on the port side in bad repair, so it was unrigged and despatched to the shipyard. At the pump Midships 29 inches; Aft 33 inches.
- Wed. 6th The wind E.S.E. and East. Light topgallant sail breeze with cloudy sky. At 08.00 in the morning the Rear-Admiral Buyskes arrived on the small schooner. The crew manned the shrouds and the upper deck of the *Amsterdam*. He then went aboard H.M.S. *Prins Frederick* where the Rear-Admiral's flag was hoisted. Lowered our flag and hoisted the previous one at nine o'clock. He went subsequently to the Merchantman *The Julian*. Manned the shrouds again. Subsequently he went ashore, after which we fired a salute at ten o'clock. Despatched the Quartermaster, D van Druk, to the hospital. Received 400 yards Flemish linen, 25 strands twine and 25 pounds of [illegible]. Made rope. Painted from the stern forward. At the pump Midships 21½ inches; Aft 35 inches.
- Thurs. 7th The wind from N. to S.E. Light breeze. One man to hospital. 1

²¹⁹See glossary.

²²⁰Wages.

Javanese supervisor and 8 carpenters busy on the railings. Received refreshments and victuals ; also the fore- topyard and more sheets. Hoisted the topyard on the port side up into the rigging. The remaining sails were sent for repair. Carried out routine tasks.

At the pump 24 inches Midships; 40 inches Aft.

- Fri. 8th The wind S.S.W., S.W. changing to E.S.E. Fresh topgallant sail breeze. Reefed topsail breeze with hazy sky. At 08.30 o'clock His Excellency the Rear-Admiral came on board. Received him with the necessary honours. 8 carpenters and one Javanese supervisor making gratings in the waist. Others knotted thread and making ropes. The sailmakers busy on the jibs and the leesail.
At the pump Midships 31 inches; Aft 44 inches.
- Sat. 9th Wind and weather as before. 8 carpenters and one Javanese supervisor worked as before. Received victuals and 400 kegs of gunpowder. Carried out routine tasks. Pumped down to 3 inches Aft.
- Sun. 10th Wind and weather as before. Received victuals. Held kit and weapon inspection. One man back from the hospital. The 2nd Clerk, N.W. T Menisus, went to *H.M.S. Prins Frederick* so that he could go onto *H.M.S. Nassau*.
At the pump Midships 4½ inches; Aft 12 inches.
- Mon. 11th The wind S.W. West, S.E., E.S.E. Calm to variable topgallantsail breeze with clear sky. 1 Javanese supervisor and 8 carpenters on board busy making gratings in the waist and also outside. The mould for the knee for the 'tweendeck despatched to the shipyard. Painted the stern.²²¹ The men were making rope and picking oakum. Carried out routine tasks.
At the pump Aft 21 inches; Midships 7½ inches.
- Tues. 12th Wind and weather as before. Lifted the 2 balance pumps out and despatched them to the shipyard for repair. 1 Javanese supervisor and 8 carpenters as before. The men worked as before and did the necessary ship's work. The cooper repaired casks and the sailmakers were busy on the mizzen staysail.
At the pump Aft 24 inches.
- Wed. 13th Wind and weather as before. Carpenters worked as before. The Lieutenant Corbelÿn on board from *H.M.S. Nassau* and the 2nd Clerk, J. P. Bras, transferred in the same capacity to *H.M.S. Evertzen*. Repaired the mizzen stay sail and the main mizzen sail. Painted the

²²¹The carvings on the stern were ornate in men o' war as can be seen from contemporary drawings of the *Amsterdam*.

stem on the quarterdeck as well as the Quartermaster's stores. Carried out routine tasks. Received the following invalid's food from H.M.S. *Prins Frederick*, being:

2 340	oats
462	butter
110	currants
114	prunes
150	raisins
159	dried apples
30	tea

At the pump aft 25½ inches.

- Thurs. 14th The wind from West to S.E. with nice weather. Carpenters as before busy on the previous work. Despatched one man to the hospital. Received victual. The 3rd surgeon, J.B. Ruell placed on H.M.S. *Prins Frederick*. Did the necessary ship's work. At the pump aft 28½ inches.
- Fri. 15th The wind S.E., East, N.E. Variable light topgallant sail breeze with hazy sky. Carpenters mentioned above and working as before. Received provisions. 3 men out of hospital. Sold goods of the deceased. Transferred to H.M.S. *Prins Frederick* the paymaster, J Lotter, the smith, J Brouwer and the 2nd sailmaker, J. [illegible].
- Sat. 16th The wind S.W. to N.E. and E.S.E. Light topgallant sail breeze with hazy sky. Received victuals. 1 Javanese supervisor and 8 carpenters on board making gratings on the 'tweendeck. Despatched an armed sloop to H.M.S. *De Ruyster* to collect the arrested J Jonker from the Dutch Merchantman *De Industrie* and put him into irons since he was put onto our register on advice of the Rear- Admiral Buyskes. Locked the sailors, E. Ardelf and H. Goor, into the hatch compartment for drunkenness and also the Master, W. F. Smith. Painted the port side galley. Carried out routine tasks.
At the pump 33 ½ inches.
- Sun. 17th The wind east and E.S.E. Variable topgallant sail breeze with hazy sky. 1 man to the hospital. Received victuals. H.M.S. *Prins Frederick* sailed from the Roadstead around to the West while the Dutch Merchantman *Industrie* and an American sailed around to the East. During the parade, lowered a section of the mizzen mast. Hoisted our pennant, while the pennant was lowered on the *Prins Frederik*. The flag was hoisted on the mizzen mast. In the afternoon H.M.S. *de Ruyter* hoisted the flag on the main mast. The sailors, Goor and Andelf, released from the gunpowder room. At the pump Aft 36 inches.
- Mon. 18th The wind from West to S.E. 1 Javanese supervisor and 8 carpenters making scuppers for outer hull. Repaired the old sloop. Received

provisions. Carried out routine tasks. Stowed 24 half casks of water in the aft hold.

At the pump Aft 38½ inches.

Tues. 19th

The wind S.E., East, N.N.E. Variable light to topgallant sail breeze with clear sky. Carpenters as per yesterday worked as before. At 6.30 o'clock H.M. Corvette *Venus* arrived and fired a salute of 11 guns. This was repeated by us as thanks. Poured 24 half casks of water into the aft hold. The carpenters made a new breeching for the rudder and carried out routine tasks. The 3rd Coxswain, Boormeester, put into irons.

IN THE ROADSTEAD OF SOURABAIJA

Wed. 20th

The wind from W.S.W. to East and E.S.E. Light topgallant sail breeze and hazy sky. Two sailors put into irons for fighting. Received gunpowder [illegible] Rejected the oakum which was despatched to shore for sale. 1 Javanese supervisor and 8 carpenters caulking the sloop. Applied pitch to the channels on the uppermost wale on the starboard side. Painters busy on the quarterdeck. The sailmakers were working on the main topmast windward sail. Filled the aft hold according to the ship's diagram:²²²

	Aft 21¾ feet
	<u>Fore 17 ¾ feet</u>
Difference	4 feet

Picked oakum. Put metal bushes into the pumps²²⁴ which we had received back again from the workshop. The sailor G [illegible] released on account of sickness. At the pump Aft 44 inches.

Thurs. 21st

Wind and weather as before. 1 Javanese supervisor and 8 carpenters and 2 caulkers worked as before. Received provisions, victuals and the repaired aft fire pump. Despatched the two stroke pumps to shore again. The sailmakers busy on the main topmast staysail. Busy painting under the companion deck. Carried out routine tasks.

Fri. 22-31

Nothing to report.

August

Fri. 1st August

The wind S.E., East and N.E. Light topgallant sail breeze with cloudy

²²² There were precise instructions for stowing products from Asia on board with the utmost economy, enabling each ship to transport even larger quantities of goods to the Netherlands.

²²⁴ Pumps initially had wooden bushes which wore out with use.

sky. Carpenters and caulkers as above and making the moulds for the aft capstan and housing. The Coxswain Boormeester released. Received the daily anchor. Made a new lining for it and hoisted it onto the starboard side under the derrick. Carried out routine tasks. At the pump 6 inches.

- Sat. 2nd The wind from W.S.W. to S.E. and E.S.E. Topgallant sail breeze with hazy and clear sky. Despatched 2 men to the hospital. Received victuals. Carpenters and caulkers as before busy caulking seams and working on the railing. Carried out routine work and the men repaired their gear. At the pump 10 inches.
- Sun. 3rd Wind and weather as before. Despatched one man to the hospital. The sailor, Z Willemse, was released. Had the Letter of Articles read. Emptied some barrels to receive fresh vegetables and other victuals. At the pump 19½ inches.

IN THE ROADSTEAD OF SOURABAIJA

- Mon 4th Wind from West to East and S. Light wind. 1 Javanese supervisor and 8 carpenters and 2 caulkers working on board on the railing. Despatched 1 man to the hospital. Released the sailor, Cohen, from irons. Received a leesail and 3 topgallant yards. The 1st Lieutenant, G Tichelman, who was placed as 1st Officer on this ship on the 1st inst, came on board. Painted the [illegible] and scrubbed the decks as usual. At the pump Aft 24½ inches.
- Tues. 5th The wind East and S.W., South. Topgallant sail breeze with-hazy sky. Brought the same carpenters on board again. The Lieutenant 1st Cl. G [illegible] presented to the ship's company. Sailors 3rd Cl. J. van Tooren and G Andréé and sailors 1st Cl. G 'T Hoon, P Otte, W den [illegible], P van Tooren, P. Slaans and J van den Engh came on board. Sailors 2nd Cl. and sailors 3rd Cl. the Officers Boy, J Strater and the Ship Boy, J van [illegible], appointed to the crew. One man to and 6 men back from the hospital. 442 lbs of ballast²²⁵ loaded onto the ship. Brought 5 casks of gunpowder on board from the shipyard. Received victuals. Carried out routine tasks. At the pump Aft 27 inches.
- Wed. 6th The wind from S.W. and W.S.W. to East and E.S.E. Light topgallant sail breeze with hazy sky. 1 man to the hospital. Carpenters and caulkers as before. Received a fire new pump and rigging for the topgallant yards. Also received 80 yards of sailcloth and 15 strands

²²⁵It is not recorded what was used for this purpose on the return trip.

twine. Carried out routine tasks.
At the pump 30 inches.

- Thurs. 7th Wind and weather as before. Carpenters and caulkers caulking the leaks in the waist. Received victuals. Offloaded 388 casks water and 60 pounds of ballast.
- Fri. 8th The wind from S.W. to S.E. Topgallant sail breeze. A prisoner was fetched from the fore-hatch. Received some ship's provisions. Scrubbed down the decks. 1 Javanese supervisor and 8 carpenters every day busy replacing the planks on the quarterdeck as far as the gangboards. Also worked on the pistons of the pumps. The sailmakers were busy and the carpenters working on the railing. The sailor, Helmann, put into irons for neglect of duty. Pumped excess water overboard and scrubbed the decks. At the pump Aft 34½ inches.
- Sat. 9th The wind S.E., East, S.W. Light wind increasing to a fresh topgallant sail breeze with clear sky. Cleared the decks in general. Fetched some stored boxes with sheets and some pegs and boxes with jute. Repaired the small sloop. Released the steward, Heringslaken, and sailor, E. Helmann. Filled empty casks on shore. 1 Javanese supervisor and 8 carpenters working on the gangboards. The top section of the mizzenmast ready. Secured 6 clamps on the three top parts. Received victuals. Applied pitch to the railing on the gangboard on the port side. Carried out routine tasks. At the pump 9 inches.
- Sun. 10th Wind and weather as before. Received victuals. Cleared the decks in general. Held a day of rest. At the pump A. 13½ inches.
Ship's draught:
 Fore 17 ft. 4 inches
 Aft 21 ft. 5½ inches.

Difference.... 4 ft. 1½ inches
- Mon. 11th The wind from South to S.E. Topgallant sail breeze. 1 Javanese supervisor and 8 carpenters working on the railing of the hold and the portholes.
Carried out routine tasks. At the pump Aft 17 inches.
- Tues. 12th The wind W.S.W. to E.S.E. Variable breeze with clear sky. Cleared the decks. Despatched one man to the hospital. 1 Javanese supervisor and eight carpenters worked as before. Received some provisions. Repaired the washpump ring. The sailors were working on the bilge pumps, the coopers were repairing the straps on the barrels and the men picked oakum.

- Wed. 13th The wind S.E. East, E.N.E. and North. Variable light to topgallant sail breeze with hazy sky. Cleared the decks. Fetched 2 heavy 24-inch ropes and more ship's provisions from the shore. 8 carpenters busy planing the deck and making a sheep pen in the waist. Spliced 3 ropes together. Noted that one of the heavy ropes which was collected on the 11th inst. for inspection and on which oil had fallen during storage had completely rotted the rope in three places. Cut a 3 feet piece out of the crosstree in the presence of the Lieutenant 1st Cl., J. H. Hofmeijr²²⁶ Lieutenant 2nd Cl., A Klein, Coxswain, A Grooten and Mate, J Boukesmÿn. Spliced the ropes together afterwards. Picked oakum. Carried out routine work. At the pump 21 inches.
- Thurs. 14th The wind S.W. changing to S.E. and East. Light and fresh topgallant sail breeze with clear sky. Clearing the decks. 1 man to the hospital. 1 Javanese supervisor and 8 carpenters working on board. Treated the anchor rope with tar. The ropes on the orlop deck were brought up with the sails to air them. They were then stowed away again. Carried out routine tasks. At the pump 22 inches.
- Fri. 15th The wind westerly to S.W. and W.S.W. Variable topgallant sail breeze with hazy and cloudy sky. Aired the sails and the flags. Fetched some blocks and various cordage from the warehouse. The men picked oakum and did the necessary. Applied pitch to the port railing around the quarterdeck. The coopers busy on the water casks. At the pump 28 inches. 1 man back from the hospital.
- Sat. 16th Wind and weather as before. Received victuals. 1 Javanese supervisor, 8 carpenters and two caulkers working as before. Fitted two gratings in the foremost port side portholes. Prepared support clamps required for the new bowsprit. Found five leaks and closed them. Picked oakum and made ropes. Carried out routine tasks. At the pump aft 27 inches.
- Sun. 17th The wind S.W., S.E., E.S.E. Variable breeze with hazy sky. Received victuals. Held kit inspection. Carried out routine tasks. At the pump 28 inches.
- Mon. 18th The wind and the weather as before. Despatched 4 men to the hospital. Cleared the decks. 1 Javanese supervisor and 8 carpenters and two caulkers working on board making collars around the pumps and caulking. Received some provisions. Scrubbed the decks and pumped water overboard. Carried out routine tasks. At the pump 30½ inches.
- Tues. 19th The wind from west to S.E. Topgallant sail breeze. Despatched 1 man to the hospital. Carpenters and caulkers as before. Busy with the

²²⁶One of Captain Hermanus Hofmeijer's sons.

hatches in the waist above the storeroom. Caulked the main hold on the starboard side under the forecastle. Caulked the small sloop. Carried out routine tasks. At the pump 33½ inches.

- Wed. 20th The wind S.S.E., S.E., E.S.E. to E.N.E. Variable breeze with hazy sky. Cleared the lower and upper decks. Carpenters and caulkers as mentioned above worked as before. Also made pistons for the ship's pumps. Three men back from the hospital. Painting the portholes inside and out. Received 4 casks of gunpowder and the rest of the musket and pistol cartridges plus 300 yards linen for wrapping cartridges. Picked oakum, made mats and carried out routine tasks. At the pump 34 inches.
- Thurs. 21st Wind and weather as before. Received victuals as well as a topgallant sail and a spritsail yard with the matching rigging. 1 Javanese supervisor, 8 carpenters and 2 caulkers busy caulking some cabins in the long room. Rigged the yards and the sailmakers worked on the collar of the foremast. Carried out routine tasks. At the pump Aft 2½ inches.
- Fri. 22nd The wind from S.E. to E.S.E. and East. Light topgallant sail breeze with clear sky. 1 man to the hospital. 1 Javanese supervisor and carpenters did the necessary. Received 2 foresails and 3 main topsails from the shore and the repaired fire pump and 2 pistons for the bilge pumps. Carried out routine tasks. At the pump 11 inches.
- Sat. 23rd The wind from S.W. to W.S.W. to E.S.E. Variable Topgallant sail breeze with overcast hazy sky. Repaired and painted the small capstan. Received victuals as well as coal for the blacksmith. 1 Javanese supervisor and eight carpenters on board doing the necessary. Tested the fire pump and found it in order.
- Sun. 24th The wind from W.N.W. to S.E. Topgallant sail breeze. Received victuals. At 6 o'clock in the morning hoisted the flags from the masts and fired a royal salute together with H.M. Corvette *Venus*. Gave 2 extra rations of arrack to the ship's company for the celebration of the birthday of H.M. the King of the Netherlands.²²⁷ At the pump Aft 17½ inches.
- Mon 25th The wind S.E. Topgallant sail breeze with overcast and cloudy sky. Cleared the decks. 2 men back from the hospital. 1 Javanese supervisor and 3 carpenters on board. Made gratings for the waist. Received some victuals. The men knotted yarn making rope and rigged the spritsail yard. Scrubbed the decks and pumped excess water

²²⁷Willem 1.

overboard. At the pump 19 inches.

Tues. 26th The wind S.W., S.E. and E.S.E. Variable breeze with clear sky. Cleared the decks in general. Received salted pork. Busy as before, breaking up part of the top layer of the ballast in the main hold to redistribute weight. Carried out routine tasks. At the pump Aft 20 inches; Midships 5¾ inches.

Wed. 27th The wind S.W. to E.S.E. Light topgallant sail breeze with clear and hazy sky. A committee went to shore to inspect the cordage. The sailmakers made collars for the pumps and repaired the sloop sails. Aired the same and received victuals. Shipped 4 lasts ballast, 160 [illegible] to H.M. Colonial Brig *De Haay*. The carpenters caulked above the sail room. At the pump Aft 20 inches; Midships 7 inches.

Thurs. 28th Wind and weather as before. Received victuals. Despatched the top leesail to the shipyard for exchange. Received the topgallant rigging, the rigging for the main and foresail yards, the jib, the main topmast staysail halyards and other sails required. Offloaded 234 lbs of ballast at 50 [illegible] 309 [illegible] at 500 [illegible]. Cleared the decks. An American ship arrived in the roadstead and a Dutch ship sailed. At the pump Aft 20 inches; Midships 9 inches.

Fri. 29th The wind S.W., West, S.E., E.S.E. Variable breeze with hazy sky. Fetched some running rigging from the warehouse. The men scrubbed their berths and aired their gear. Found some kit to be mouldy. Issued some new hammocks to the highly paid men. Inspected the kit room and found it in very good condition.²²⁸ Carried out routine tasks.

IN THE ROADSTEAD OF SOURABAIJA

Sat. 30th The wind W.S.W. to E.S.E. Topgallant sail breeze with clear and hazy sky. Cleared the decks. Received victuals as well as some running rigging. Offloaded 35 lbs of ballast at 100 [illegible] and the at 30 [illegible]. Two men back from the hospital. Started to stow the casks into the aft hold. Received 30 yards of sail cloth. Applied pitch to the starboard railing and the gangboards and the uppermost wales. Scrubbed the decks as usual and pumped the excess water overboard. Despatched the fore topgallant sail to the shipyard to be repaired. At the pump Aft 6 inches.

Sun. 31st Wind and weather as before. Cleared the decks. Received victuals. Despatched 1 man to the hospital. Held kit inspection. At the pump Aft

²²⁸ Mouldy kit does not seem to go together with a kit room in good condition.

9 inches.

Ship's draught

A. 20½ ft

F. 18 ft

Difference

2½ feet

September

Mon. 1st Sept.

The wind S.S.E., S.E., East and E.N.E. Variable breeze. Checked the weight of the cordage inspected on the 27th August and had it delivered. Received 18 [illegible] and 1 knee. One Javanese supervisor and 4 carpenters busy placing it in the 'tweendeck. Stowed the aft hold, made rope, picked oakum, pitched the lowest wale and the railing on the companion deck on the port side. Received the following from the shipyard:-

Three ropes of 17 strands

Six ropes of 18 strands

Two ropes 10 strands

Four ropes of 7 strands

Four padlocks, six sheave blocks of 10 inches.

Six ten sheave blocks of 6 inches. At the pump 13 inches.

Tues. 2nd

The wind S.W. and W.S.W. and E.S.E. Variable topgallant sail breeze with hazy sky. Carpenters as above busy as before. The men received 9 bundles of firewood, 2 pieces of cordage of 6 fathoms and 130 fathoms each. Made ready to load the aft hold in which we stowed 48 casks. Despatched the blacksmith's hand screw to the shore for repair. The cooper repaired some casks. At the pump Aft 16 inches; Midships 3 inches.

Wed. 3rd

The wind from W.N.W. to S.E. Topgallant sail breeze. 1 Javanese supervisor and 6 carpenters on board working on a knee beam in the 'tweendecks. Made an area ready in the hold. Weighed the bow anchor and brought it up under the derrick. Rejected it and cut it off. Raised the kedge. An English merchantman sailed into the roadstead. At the pump Midships 4 inches; Aft 12 inches.

Thurs. 4th

The wind S.W. to E.S.E. and N.E. Topgallant sail and lighter breeze with hazy sky. 1 Javanese supervisor and 4 carpenters busy drilling the knee in the 'tweendeck and doing the necessary. Received victuals plus 19 whole and 13 half casks of water. The sailmakers were busy on the fore topgallant sail and the cooper on the casks. Busy making rope. Carried out routine tasks. At the pump 20 inches.

Fri. 5th

Wind and weather as before. Received 25 casks of water. Received

the repaired piston of the balance pump as well as 2000 lasts²²⁹ of rice, 150 tons arrack, 300 lasts of coffee, 400 lasts of salt and 10 lasts of pepper. De-rigged the fore topsail, weighed the bow anchor and put in the anchor received from *De Ruyter*. Lowered the empty casks into the main hold as the cooper was working on them. Despatched one of the uppermost old timber knees to the shore. 1 man back from the hospital. Scrubbed the decks as usual and pumped excess water overboard. At the pump Aft 22 inches.

Sat. 6th The wind from W.N.W. to S.E. Light topgallant sail breeze. Despatched the fore topsail yard to the shore for exchange. Received victuals, made fender cleats and 4 scaffolding planks. 12 carpenters and 1 Javanese supervisor working on the fender cleats. Also bolted and rivetted the knee in the 'tweendeck. The men were making rope and carrying out routine tasks.

Sun. 7th The wind S.W., S.E., E.S.E. Variable topgallant sail breeze with hazy sky. Cleared the decks. Found the fire pump in good condition. Received victuals. One Javanese supervisor and 12 carpenters busy fitting out the [illegible] room. Carried out routine tasks. At the pump aft 25 inches; Midships 12 inches.

Mon. 8th The wind W.S.W. and E.S.E. Light topgallant sail breeze with clear sky. Took down the foreyard which had served as a main yard, and brought it forward. Erected the topgallant mast. On the port side railing 12 carpenters and 1 Javanese supervisor were working shaping the fender cleats and knees. Scraped the fore-topsail yard, lowered the main topmast a little and raised the rigging stay. Received in exchange the fore-topsail yard from H.M.S. *De Ruyter*. Painted the whole starboard side of the ship. Lifted the foreyard to put up the main futtock shrouds.²³⁰ Men busy making rope and fixing the backstays. Fetched the two upper knees in the proa. Carried out routine tasks. At the pump Midships 15 inches and Aft 28 inches.

IN THE ROADSTEAD OF SOURABAIJA

Tues. 9th The wind W.S.W. and E.S.E. Light topgallant sail breeze with clear sky. Despatched 1 man to the hospital. Received 2 pumps and the new tiller on board. 20 carpenters and one Javanese supervisor working on the fender cleats. Rigged the fore topsail yard. Men busy making rope. Carried out routine tasks. At the pump Midships 16 inches; Aft 32 inches.

²²⁹See glossary.

²³⁰The lower ends of the futtock shrouds are fastened onto a ring on the mast.

- Wed. 10th The wind S.W., S.E., E.S.E., E.N.E. Light topgallant sail breeze with hazy sky. 17 carpenters and one Javanese supervisor busy as before. A committee, for investigating the affairs of Captain Lieutenant Pfeil and 1st Lieutenant Verveen, came on board. It consisted of Captain H. Hofmeijer, Captain Lieutenant van Schuilen, the Master Clerk, Ruloffs and the 1st Clerk, M. Langenberg. Received some provisions. Carried out routine tasks.
At the pump Aft 30 inches; Midships 15 inches.
- Thurs. 11th The wind S.E. changing to S.W. and W.S.W. Light topgallant sail breeze with clear sky. 19 carpenters and one Javanese supervisor working on the joints. Received victuals. Busy reefing the heavy blocks for the bowsprit. Spun yarn and made rope. Installed the pumps midships. At the pump as before.
- Fri. 12th The wind E.S.E., W.S.W. and again E.S.E. Light topgallant sail breeze with hazy sky. Cleared the decks. The new pump was sent to the shore again. Carpenters as above worked as before. Received some provisions. Carried out routine tasks. At the pump Midships 16 inches; Aft 33½ inches.
- Sat. 13th The wind from W.N.W. to S.W. Topgallant sail breeze. 1 man, being the sailor, J. Lelieveld, passed away in the hospital. Received victuals as well as some ship's provisions. 1 Javanese supervisor and 19 carpenters as before. Despatched the mould for the bowsprit ashore. The men busy putting up the main topmast and the backstay. Made rope. Carried out routine tasks.
At the pump Aft 34 inches; Midships 17 inches.
- Sun. 14th The wind S.W., S.E., E.S.E. Variable light breeze with hazy sky. Cleared the decks. Received victuals. Carpenters as above working on the knees. Held kit inspection and a general mealtime for everyone. Carried out routine tasks.
At the pump Aft 32 inches; Midships 16 inches.
- Mon. 15th Wind and weather as before. 1 Javanese supervisor and 19 carpenters busy on the knees. Selected the casks in the main hold 'tweendecks and lashed them against the bulwarks. The rope to hoist the main topmast needed reinforcement. Made use of the derrick. Received some ship's provisions as well as 10 small casks with groats²³¹ and 50 pounds of fine gunpowder, 2 pounds saltpetre and some cartridge paper. Scrubbed the decks and pumped excess water overboard. At the pump Midships 17 inches; Aft 33 inches.

²³¹Mulled or crushed grain especially oats.

Ship's draught:-	A.	21 ft
	F.	<u>18 ft 5 inches</u>
Difference		2 ft 7 inches

Tues. 16th The wind from W.N.W. to S.E. Topgallant sail breeze. Despatched 2 men to the hospital. The committee for investigating the affairs of the Captain Lieutenant Pfeil came on board. 1 Javanese supervisor and 19 carpenters worked as before. Carried out routine work. Sold some kit belonging to the deceased men. At the pump Midships 17 inches; Aft 34 inches.

Wed. 17th The wind S.W., South, S.E., Light to reefed topsail breeze. Cleared the decks. Fetched the jib, the spare fore-topgallant and mizzen topgallant mast from the warehouse. 1 Javanese supervisor and 19 carpenters busy as before with the starboard and port joints. Used a hook to attach two strands of rope and nailed them tight. At 10 o'clock H.M. *Corvette Venus* departed. Fired a 13 gun salute which was returned by the *De Ruyter* with the same number. Received some repaired goods from the workshop. The sailmakers made new tarpaulins. The men busy applying pitch to the water casks. Carried out routine tasks. At the pump Aft 34½ inches; Midships 7 inches.

Thurs. 18th The wind S.W. and S.E. Variable topgallant sail breeze with hazy, cloudy sky. Received victuals, some provisions and the bowsprit on board. Busy painting the old sloop. Gave an extra tot to the ship's company.²³² Placed the bowsprit in position, taking the heavy tackle from the foreyard and putting the support overboard. Brought the end section out onto the bowsprit. 18 carpenters and 1 Javanese supervisor busy drilling to close the knees and bolting them down. Added sections to the bellows,²³³ removed part of the bowsprit, covered the floor with copper and lead, which had been caulked and pitched twice. Pumped down to 2 inches aft.

Ship's draught before putting on the bowsprit:-

Ship's draught	A.	20 ft 10 inches
	F.	<u>18 ft 2 inches</u>
Difference		2 ft 8 inches

Ship's draught after putting on the bowsprit:-

Ship's draught	A.	20 ft 8 inches
	F.	<u>18 ft 4½ inches</u>
Difference		2 ft 3½ inches

²³²No reason given.

²³³It is not obvious whether these belonged to the galley or were used for airing the ship.

- Fri. 19th The wind from West to S.E. and East. Topgallant sail breeze with thunder. Despatched two metal pipes and 6 wooden pump buckets to the workshop for repair, put 2 sleeves around the bowsprit. Lowered the foreyard and hoisted the fore-topmast higher. 1 Javanese supervisor and 19 carpenters busy with the bellows. Received some nails, applied pitch to the new tarpaulins. Scrubbed the decks. At the pump 10 inches aft.
- Sat. 20th The wind W.S.W., S.W., S.E. to East. Light breeze with hazy and cloudy sky and lightning in the West. 1 Javanese supervisor and 18 carpenters busy as before. Received victuals. Put up the main stay as well as the fore-stay for the main topmast. The jib boom was attached forwards and hoisted onto the fore topmast. Received some repaired goods from the workshop. Stored the water casks in the 'tweendeck. Pitched the new tarpaulins. Carried out routine tasks. At the pump Aft 10½ inches.
- Sun. 21st The wind E.S.E., W.S.W. and E.S.E. Fresh topgallant sail breeze with cloudy sky. Brought the kedge on board, found the anchor stock decayed. Loosened the mooring rope at the end of the jetty, brought out the aft rope and took the starboard aft rope through the outer hawsehole. A proa was positioned on the starboard side ready to coil the foreward rope onto its deck. Weighed the bow anchor. Coiled the rest of the mooring rope on the jetty. Received victuals. 11 carpenters and 1 Javanese supervisor working as before. At the pump 11 inches.
- Mon. 22nd Wind and weather as before. Light topgallant sail breeze with clear sky. Raised the foresail, the fore-topmast rigging and the backstay and hoisted the spritsail yard. Attached the buoy with a piece of rope from inboard, and weighed the anchor on the side of the jetty. Painted the ornamentations on the stern. Received 2000 bundles of binding cane weighing 14000 kg, 150 barrels of grease and 4 cable lengths of rolls and accessories. 1 Javanese supervisor and 10 carpenters worked on board. The rope that had been made was inspected by a committee. It was found to be unsuitable for anchor rope but acceptable for a mooring rope or for a light anchor. At the pump Aft 15½ inches; Midships 3 inches.
- Tues. 23rd The wind E.S.E., W.S.W. and E.S.E. Light topgallant sail breeze with clear sky. Hoisted the day anchor and put on another as a bow anchor. Used the rope which was 95 fathoms long and put it on the anchor that needed to serve as the port anchor. Attached it to a ¼ inch rope. Scrubbed the decks and fetched water. 1 Javanese supervisor and 10 carpenters busy with the joints of the ship. Handed out an extra tot to the ship's company. Attended to the fore topmast rigging. Received

the rudder on board which we re-attached.²³⁴ Hoisted the fore topyard. Received new supports for the hold together with 120 two inch nails. Hoisted the foreyard. At the pump Midships 8 inches; Aft 17 inches.

Wed. 24th The wind W.S.W., S.E., East. Light topgallant sail breeze with clear sky. Brought the mainyard on board and started to rig it, putting the fore topgallant mast up with rigging. Placed the jib-boom in position. Painted the large capstan. 1 Javanese supervisor and 10 carpenters busy placing timbers in the main hold to support the orlop deck.²³⁵ Installed the tiller. Received 3 new leesail spars and some heavy ropes as well as 450 lbs of iron and 50 lbs of metal weights with scales and balances. Carried out routine tasks. At the pump Aft 21 inches; Midships 10 inches.

Thurs 25th Wind and weather as before. Fetched fresh meat and vegetables. Required that the men put on full dress uniform. Paraded on the under-rigging and also in the upper-rigging, at 7 o'clock in honour of His Excellency the Governor General who was saluted by *De Ruyter* and also from the shore with 21 guns. Hoisted the mainyard and rigged it. 2 men out of the hospital. Received 92 [illegible] and 1590 planks of satinwood and stowed it in the main hold. 9 carpenters and 1 Javanese supervisor attached the tiller. *De Industrie* arrived in the roadstead from [illegible] and fired a salute of 11 guns. At the pump Aft 23 inches; Midships 12 inches.

Fri. 26th The wind E.S.E., South and W.S.W. Light breeze with cloudy sky. 1 Javanese supervisor and 10 carpenters on board. Cleared the decks in general. The carpenters were busy on the rudder. The quartermaster, Van Duren, put into feet and hand irons for disobedience. Received some provisions. Issued an extra tot to the ship's company. Pumped water overboard. At the pump Aft 26 inches; Midships 15 inches.

IN THE ROADSTEAD OF SOURABAIJA

Sat. 27th The wind E.S.E., South, W.S. Light breeze with cloudy sky. Cleared the decks. Received victuals. 1 Javanese supervisor and 10 carpenters working as before. Prepared the sheet anchor. Stowed 24 casks in the 'tweendeck. Received 462 bags of rice, 100 bags of peanuts, 624 yards old sailcloth and 12 strands twine for stowage purposes. Applied

²³⁴Rudders were often made of two types of wood and one occasionally wore out faster than the other.

²³⁵See glossary.

pitch to sections of the rudder. Despatched the weights and scales²³⁶ received on the 24th back to shore. Received 16 repaired clips for the foreyard from the warehouse. Had the topgallant yard put into the rigging and fastened the fore-topmast backstay. Attached the clips to the foreyard. The quartermaster, Van Duren, released from irons. Carried out routine tasks. At the pump Midships 15 inches; Aft 30 inches.

Sun. 28th Wind and weather as before. Weighed the starboard anchor and dropped the daily anchor down using $\frac{1}{4}$ inch rope. Cut it loose and cleared the rope of the weighed anchor. Took bearings of the West Cape of Madura in the N.W., the flagpole at Sourabaija's customs house in the south, and the most easterly visible point of Java: E. $\frac{3}{4}$ N. The tiller rope broke, being decayed. Replaced it. Hoisted the topgallant yards as well as the lee sails and spars on the foreyard. Rotated the gunpowder. At the pump Aft 34 $\frac{1}{2}$ inches; Midships 19 inches.

Mon. 29th The wind N.E., S.W. and S.E. Light topgallant sail breeze with clear and hazy sky. 1 Javanese supervisor and 10 carpenters on board. Repaired the damaged copper plates. Received 20 new ones and 16 planks. Issued new shirts to some of the crew. At the pump Midships 21 inches; Aft 34 inches.

Tues. 30th Wind and weather as before. 1 Javanese supervisor and 5 carpenters and 2 smiths busy doing the necessary bolting and rivetting the uppermost pintle of the rudder. The Sultan of Madura came on board and when he left a salute of 11 guns was fired. Received some provisions and victuals. Fetched the cordage from the 'tweendecks. At the pump Midships 36 inches.

IN THE ROADSTEAD OF SOURABAIJA

October

Wed. 1st Oct. The wind S.W., E.S.E. Topgallant sail breeze with hazy sky. One man to the hospital. Brought the heavy ropes from the 'tweendeck up and coiled them again as far aft as possible on the orlop deck. 1 Javanese supervisor and 4 carpenters on board. After having fired a gun and having hoisted the jack on the mizzenmast, we held a Council of War regarding the Captain Lieutenant of the Colonial Navy. The Council consisted of the undersigned, the Captain Lieutenant of the Colonial Navy, Verhagen, the 1st Lieutenant Tichelman, the 2nd Lieutenants [illegible] and Kleÿn, the 2nd Harbour Master, Blokland and the 1st Clerk, J H Langenberg. Received 142070 [illegible] of rice, 35 lasts of

²³⁶Used for assessing the cargo.

arrack and 2070 lasts of coffee and stowed it in the forehold. Carried out routine tasks. At the pump Midships 25 inches; Aft 36 inches.

Thurs. 2nd

Wind and weather as before. Despatched 2 men to the hospital. Received victuals. Held a Council of War regarding the Captain Lieutenant of the Colonial Navy, Rysig. Received 1350 bags, which was 32 loads of rice, which we stowed into the main hold. 1 Javanese supervisor and 5 carpenters working as before. Despatched the state prisoner, Inge B. [illegible] with an armed sloop to H.M.S. *De Ruyster*. At the pump Aft 36 inches; Midships 26 inches.

Ship's draught	A.	21	ft	1	inch
	F.	19	ft	4	inches
Difference		1	ft	7	inches

Fri. 3rd

Wind and weather as before. Cleared the decks in general. 1 Javanese supervisor and 8 carpenters doing the necessary. Also busy closing off the orlop deck. Received some provisions. 23 [illegible], 400 bags of coffee and 8345 [illegible]²³⁷ of rice were stowed in the forehold. Most of the coffee was stored in the aft breadroom. Received 1000 bundles of binding cane, 500 bamboo mats and some victuals. Despatched the old halyards to the shipyard. 1 man to the hospital. At the pump Aft 39 inches; Foreward 29 inches.

Ship's draught	A.	20	ft	9	inches
	F.	20	ft	3	inches
Difference		0	ft	3	inches

Sat. 4th

Wind and weather as before. Despatched 3 men to the hospital. Received victuals. Worked to get the rigging in order. Received 25 [illegible], 1950 [illegible], 101950 [illegible] coffee, and stowed it in the breadroom and the foremost gunpowder room. 1 Javanese supervisor and 9 carpenters busy with closing up the orlop deck. At the pump Midships 7 inches; Aft 16 inches.

Sun. 5th

The wind S.W. to E.S.E. Light to fresh topgallant sail breeze with clear sky. Received 430 bales coffee which we started to load into the forehold which had been prepared. 1500 planks of Javanese satinwood²³⁸ were placed on top of the coffee, then came a layer of binding cane, mats and finally old sails. Despatched 3 sick men to the hospital, 2 came back having recovered. Had the Letter of Articles read. Held kit and weapon inspection. Received victuals. Fetched water from the shore.

At the pump Aft 20 inches; Midships 8 inches.

²³⁷The figures given have not been successfully related to specific quantities.

²³⁸This seems to be the closest approximation to the Dutch word for this timber.

Ship's draught	A.	22 ft 4 inches
	F.	<u>20 ft 5½ inches</u>
Difference		1 ft 9½ inches

Mon. 6th

Weather and wind as above. 1 Javanese supervisor and 4 carpenters on board. Widened the mast step of the foremast on the fore side. Shortened the safety ropes of the lower yards. Worked on the rigging to make it ready. The Council of War held a meeting and a gun was fired when hoisting the flag. Received 20 [illegible] and 9 rib timbers from the workshop. The Committee, consisting of the 2nd Harbour Master, Blokland and Van Soest on board to supervise the stowage of the cargo and to supervise the weighing of 1200 bags of 95.985 lbs of coffee for which purpose the scales and weights were despatched from shore. Took the coffee and stowed it in the forehold. The sailor, W. de Bie was sent to the hospital and the sailor, C. van Sloten was put in irons for drunkenness. At the pump Aft 15 inches; Midships 9½ inches.

Ship's draught	A.	21 ft 9 inches
	F.	<u>21 ft 6 inches</u>
Difference		0 ft 3 inches

Tues. 7th

Wind and weather as above. The aft pumps were re-installed. The sailor, Van Sloten, released. Received dried fish, and potatoes for the homeward passage. Found the crosstrees on the foreside of the main mast cracked. Repaired them with bolts. The same committee as yesterday came on board. Received 735 bags of rice [illegible] 68085 [illegible], 769 bags coffee [illegible] 615454 which was stored on the orlop deck and in the forehold. On the 5th inst. the Cook's Mate, G. Geleeds, passed away in the hospital. Received two timber ribs and two other parts from the workshop.

At the pump Aft 17 inches; Midships 12 inches.

Ship's draught	A.	22 ft - inches
	F.	<u>22 ft - inches</u>
Difference		0 ft- inches

Wed. 8th

The wind S.W., E.S.E., N.E. Variable breeze with hazy sky. 1 Javanese supervisor and 4 Javanese on board to repair the old sloop. Two more timber ribs received from the workshop. Weighed the daily anchor and dropped the bow anchor. The committee came on board.

Received victuals such as rice, coffee, pepper, salt, salted pork, meat and arrack. Fetched small casks with water from the warehouse.

At the pump Aft 21 inches; Midships 15 inches.

Ship's draught: 2.2 feet

Thurs. 9th

The wind and weather as before. Received victuals. Filled and stowed the water casks under the main hatch and next to the main

mast. Fetched water from the shore. Tightened the main foresail standing rigging. Received coconut oil, vinegar and firewood. At the pump Aft 22 inches; Midships 16 inches.

- Fri. 10th Wind and weather as before. Fetched water. Tested the aft pump, found the rod on the interior to be 1½ feet short. Despatched it to the workshop to be lengthened. Tightened-up the mizzen topsail rigging and the backstays. Received some cases of specimens from Professor Reÿnwart for Batavia.²³⁹ Applied pitch to the mainyard. Received 36 fathoms of manilla²⁴⁰ rope for the tiller. Pumped to 22 inches Aft; 15¼ inches Midships.
- Sat. 11th Wind and weather as above. Received the braces and clamps for the hatches and some carpenter's provisions from the workshop. His Excellency, the Governor General of the Dutch Indies,²⁴¹ came on board to visit the ship. The H.M.S. *Admiral de Ruÿter* fired a salute of 21 guns in his honour. We honoured him with a parade. The guards showed their muskets and beat the drums and manned the shrouds when he arrived. H.M. Frigate *Wilhelmina*, Captain Dibbetz, arrived in the roadstead. They fired a salute of 17 guns and we thanked them with 13. When his Excellency left us to go to the *Wilhelmina*, we fired a salute of 21 guns. The sailors A. Schreuder, J. Blaauw, S. Heertenbeen, J. Kuiper, H. Verhagen, J. Straatman and S. Klein, were transferred to the *Admiral Evertsen* after having been left behind in hospital. 23 men were healthy enough to be moved. The captain of the Infantry, Captain Van Heerden, and Femmetje Blank,²⁴² as per instructions of the Governor General, were to sail as passengers to Europe via Batavia. At the pump Aft 25 inches; Midships 17 inches.
- Sun. 12th The wind South, S.E. and N.E. Topgallant sail breeze. At 12 o'clock weighed anchor and set sail. The Pilot, Etienne Barber, came on board. Fired a salute of 15 guns, and were returned the same by H.M.S. *de Ruÿter*. The Merchantman *De Industrie*, Captain J. H. de Want, saluted us with 7 guns and we returned the compliment with 5. When passing Grissen we were saluted with 11 guns and returned the same. Navigated as per the pilot's instructions. When we passed Grissen, the tiller rope broke and the ship headed up into the wind and anchored in 4¾ fathoms mud. Having replaced the old with new tiller ropes, we set

²³⁹Natural History specimens, some of which were a gift for the King of the Netherlands.

²⁴⁰Fibrous material or type of hemp used for ropes and matting. From the Phillipines.

²⁴¹Baron van der Capellen, who had travelled to Java with the *Amsterdam*.

²⁴²She later died at the Cape in March 1818.

sail again and steered towards Fort Lodewyk; having passed it at 5 o'clock in the afternoon. We anchored at a depth of $4\frac{3}{4}$ fathoms mud on the following bearings:

The house at Sedaija N.W. $\frac{3}{4}$ W.
 The flagpole of the Fort Lodewyk S.E.
 The easterly North Coast N.W. to N.
 Received victuals and 3 water casks which had been repaired. The 3rd Coxswain, C Bennes, put into irons for exceeding the leave period.
 At the pump Aft 25 inches; Midships 20 inches.

SAILING AND ANCHORED AT OEDJENS PANKA

Mon. 13th

The wind S.E. and South to E.N.E. Topgallant sail breeze. At 9 o'clock in the morning we weighed anchor and found the stock to be completely disconnected. We sailed with the fore topsail furled, as the pilot instructed, in shallow water and $4\frac{3}{4}$ to $3\frac{1}{4}$ fathoms of mud and clay. At 3 o'clock we anchored again at the last depth, on the bearings:

The outside point of Oudjang Panka : N.W. $\frac{3}{4}$ W.
 The Beacon of Oedjong Kapalla : S.W. to W. $\frac{3}{4}$
 The North point of the Fort Lodewyk : S.E.

Put the light kedge aft at the gunner's port to be available in case of drifting. The 3rd Coxswain, C. Bennes, released from irons.
 At the pump Aft $12\frac{1}{2}$ inches and Midships $5\frac{1}{2}$ inches.

Tues 14th

00.00 - 04.00²⁴³ The wind S.E. Variable topgallant sail breeze. At 12.30 o'clock weighed anchor and set sail. Fired a gun as a signal for the pilot boat. Steered around the N.N.W. and North from a depth of $3\frac{1}{2}$ and 4 fathoms with muddy bottom. At 1.30 o'clock dropped anchor again. Issued an extra tot to the ship's company.

04.00 - 08.00 The wind Southerly light and calm with cloudy sky. Cleared the decks. At the pump Aft 14 inches; Midships $6\frac{1}{2}$ inches.

08.00 - 12.00 The wind N.E. to E.S.E. Topgallant sail breeze with cloudy but clearing sky. At 2.30 o'clock weighed anchor and set sail. Navigated as per the pilot's instructions N.N.W. at the depths of 3, $3\frac{1}{2}$, $3\frac{3}{4}$ to 5 fathoms and bearings:

The Fort Lodewyk S.E. to S.
 The House at Sidaija S.S.W.
 The point of Oudjang Panka W.N.W.

Put the kedge in its place, hoisted the red flag to signal to the proas following us with the balance of the cargo and water, to bring it on board and to locate it in the bulwarks.

²⁴³ Captain Hofmeijer makes reference to watch times for a while in the journal at this stage and then stops the practice.

AT ANCHOR AT OEDJENG PANKA

Wed 15th

00.00 - 04.00 The wind E. and S.E. Topgallant sail breeze with clear sky. 04.00 - 08.00 The wind South, calm clear sky. Signalled during the whole watch to the boats with coffee and water to bring 60 casks on board. Repaired casks from the workshop and 15 planks of 1 inch thick were also brought onto the ship.

08.00 - 12.00 As before. Put a stock on the bow anchor. The committee consisting of the gentlemen Blokland and Laney, came on board to check the cargo.²⁴⁴ Received 1195 bags of rice and 96000 bags of coffee and stowed it in the forehold and on the orlop deck. The sailor, Z.C. Verhagen, came on board from the hospital. Cancelled his transfer to *H.M.S. Adml. Evertzen* and notified the master clerk, Ruloffs. 2 proas arrived with firewood.

12.00 - 16.00 and 16.00 - 20.00 The wind E.S.E. Took on 15 whole casks water. Issued an extra tot to the ship's company. Despatched the Javanese oarsmen from the ship. At the pump Aft 20 inches; Midships 15 inches.

Ship's draught	A.	22 ft - $\frac{3}{4}$ inches
	F.	<u>22 ft - $\frac{1}{2}$ inches</u>
Difference		$\frac{1}{4}$ inches

20.00 - 24.00 The wind E.S.E. Light topgallant sail breeze. At 10 o'clock weighed anchor and set sail. Raised all sails that would aid our progress. The pilot came on board and steered N.W. and W.N.W. Depth varied from 6 to 14 fathoms with mud. Sighted the most Westerly point and Oedjorg Panka. Had to cut the buoy rope of the daily anchor which floated underneath the ship and could not be retrieved.

At the pump Aft 20 inches; Midships 15 inches.

Thurs. 16th

The wind E.S.E. to S.S.W. Topgallant sail breeze with clear sky. Noticed some fires on the shore. Measured 15 and 17 fathoms clay ground.

04.00 - 08.00 The wind S.S.W. and South. Raised as many sails as possible. At the pump Aft 21 inches; Midships 16 inches.

08.00 - 12.00 The wind S. and S.E. with hazy sky. Stowed the water casks in the 'tweendecks. Changed the main sail. Sounded 19 fathoms clay soil. At the pump Aft 22 inches; Midships 17 inches.

The South Latitude was 6 14'
Took a sight on the high land of Lassuin : W.S.W.

SAILING ALONG JAVA'S NORTH COAST

²⁴⁴Presumably from the customs department.

Thurs. 16th

12.00 - 16.00 and 16.00 - 20.00. The wind N.N.E. Fresh topgallant sail breeze with clear sky. Raised all possible sails. Tightened topgallant rigging and backstays. Depths varied from 18 and 17 fathoms to 9 and 7 fathoms.

N.W. $\frac{1}{2}$ N. $6\frac{1}{4}$ fathoms mud and clay, bearings at sunset :

The mountain Movoer W.N.W. $\frac{1}{2}$ N.

OED Jong Boegel ZW to W

At the pump Aft 24 inches; Midships 20 inches.

20.00 - 24.00 The wind SW to W. to S.S.E. Light topgallant sail breeze with hazy sky. Saw Pula Mandeling S.E. $\frac{1}{2}$ E at 6 bells.

Fri. 17th

00.00 - 04.00 the wind E.S.E. Variable with scudding clouds. Flapping sails as there was a lack of wind. Depths varied from 10 to 23 fathoms. The sailor, P. Jansen, fell from the waist onto the orlop deck and badly injured his head and shoulders. Position : W. to W. $\frac{1}{2}$ N.

At the pump Aft 25 inches; Midships 22 inches.

04.00 - 08.00 Calm up to 6 bells.

Weather: the wind S.S.E. Cleared the decks and pumped the water overboard.

At sunrise, sight the Mountain Maria E. $\frac{1}{2}$ S and the high land of Japara S. to E $\frac{1}{2}$ East. $\frac{1}{4}$ S. $2\frac{1}{2}$ to W $\frac{3}{4}$

08.00 - 12.00 The wind S. to E. and W. to S. Light breeze with depths of 23 and 24 fathoms clay.

The estimated South latitude was. $6^{\circ} : 28'$

Found South latitude $6^{\circ} : 24'$

Estimated longitude $127^{\circ} : 25'$

12.00 - 16.00 and 16.00 - 20.00 The wind North. Light topgallant breeze with hazy sky. At 12.30 o'clock took sights:

Japara S.E.

The Fisherman's Island S. to E. (De Vissers Eiland)

Steered towards the Roadstead of Samarang up to a depth of 5 and $4\frac{3}{4}$ fathoms clay where we dropped anchor on the following bearings:

The Flagpole of Samarang S. to E.

The furthest Eastern land N.E. to E.

The furthest Western land: W. $\frac{1}{2}$ N.

Found some merchantmen in the roadstead. The sailor, P Jansen, passed away.

At the pump Aft 15 inches; Midships 7 inches.

Took the corpse beyond the Roadstead.

IN THE ROADSTEAD OF SAMARANG

Sat. 18th

The wind E.S.E. and S.E. Light topgallant sail breeze.

At 8.30 o'clock, the cartographer, Den Leier van Hoesem passed away.

- Sun 19th contd 20.00 - 24.00 The wind N.E. to E. and N.N.W. to S.W. Light and fresh topgallant sail breeze with cloudy sky. Found a depth of 24 fathoms clay. Raised as much sail as possible.
- Mon. 20th 00.00 - 04.00 The wind W.S.W and S.W. to S. Fresh cloudy sky with lightning in the N.N.E. Found depths of 22, 19 and 19 fathoms. W. $\frac{1}{2}$ W $8\frac{1}{2}$
At the pump Aft 23 inches; Midships 10 inches.
04.00 - 08.00 The wind S.S.W. Fresh topgallant sail breeze with clear sky. Pumped down from Aft 23 inches ; Midships 17 inches.
Depths of 20 fathoms, 28 and 18 fathoms Den Daag took the sights:
The peak of Fugus S.S.W
The Mountain of Cheribon²⁴⁶ SW/W
Seen from the masthead, the Boompjes Islands.
Before noon the wind S.S.W. to S.E. to E. and E.S.E. Topgallant sail breeze and lighter. The sights taken at 9 o'clock:
The Mountain of Cheribon South
The Boompjes Islands N. to W. $\frac{1}{4}$ W
A depth of 25 fathoms.
Passed a three mast and a two mast Colonial ship and a Dutch Merchant Brig that showed their colours. Depths of 25 to 17 fathoms.
Sights taken at 7 bells:
The Point of Indramaija South
This point at 12 o'clock South, Depth 17 fathoms
Boompjes Island N.E. to N. $\frac{1}{4}$ N.
Found the South latitude was 6 : 7'
- 12.00 - 16.00 The wind E.S.E. to North with stiffening breeze. The Bosun's Mate, A Wessels, and the Paymaster, J Wissens released from the irons and the latter punished. Saw two local brigs and one three mast ship sailing around to the East. The bearing of the point of Pamanoekan at 4 o'clock was West.
At the pump Aft 16 inches; Midships 6 inches.
- 16.00 - 20.00 The wind as before. Heaved to and hailed H.M. Corvette *Eendragt*, Captain Lieutenant J Bakker, who had sailed from Texel on the 8th May and was recently arrived from Batavia with troops for Sourabaija. We continued on our course.
Depths of 11 to 9 fathoms measured on $\frac{1}{4}$ inch ropes. At 6 o'clock took a sight on the point of Pamanoekan S.W.S. $1\frac{1}{2}$ miles.
Anchored at 7 o'clock in 9 fathoms of clay. Reefed the topsails.
At the pump Aft 16 inches; Midships 10 inches.

²⁴⁶See map of the East Indies in main text.

20.00 - 24.00 Dropped anchor.

SAILING TO BATAVIA

Tues. 21st

00.00 - 04.00 The wind West to South, light breeze. At 3 o'clock weighed anchor and sailed, steering N.W. Depth of 9½ fathoms.

04.00 - 08.00. The wind E.S.E. Light and calm with depths of up to 13 fathoms. Saw a brig ahead. Took bearings at 8 o'clock:

The Point of Pamanoekan S.S.E. ¼E.

The most Easterly Carang Chadualanor Island S.W.

The most Westerly S.S.W.

At the pump Aft 20 inches; Midships 11 inches.

8.00 - 12.00 The wind S.E. to N.N.W. Light breeze with clear sky. Saw two brigs in the N.E. Depths of 15 and 14 fathoms. Pumped as before.

Found the latitude in the afternoon to be South 6°: 2'

The wind N. to E. Light breeze with clear sky. At 1.30 o'clock turned eastwards. Depth 13 fathoms and at 3.30 o'clock towards the N.W. at 7½ fathoms.

Sighted the point of Sidarie W.S.W. 2½miles.

06.00 - 20.00 The wind N.N.E. and North. Light breeze with hazy sky.

At 3 bells²⁴⁷ headed towards the West with depths of 11, 17 and 15 fathoms. At 7 bells found ourselves above the reef of Sidarie. Took a bearing of the point W.S.W. 3 miles. Steered subsequently W. to N. and West. At the pump Aft 28 inches; Midships 14 inches.

The wind as before. Navigated W. to S. Depths of 16 and 15 fathoms of clay. Dropped anchor at 10.30 o'clock in 9½ fathoms clay at ¼ of the daily anchor rope.

Wed. 22nd

00.00 - 04.00 Calm and at anchor.

04.00 - 08.00 The wind S. and S.S.E. Light breeze with cloudy sky.

At 2 bells weighed anchor and sailed. Took sightings at 6 o'clock:-

The point of Crowang S.W. to W.

The point of Sidarie S.E. to S.

This point at 8 o'clock S.E. ½ E depth 10 fathoms

At the pump Aft 22 inches; Midships 17 inches.

08.00 - 12.00 The wind S.E. to N.E. with cloudy sky. Navigated up to 10 o'clock West and subsequently S.W. to W. Depths of 10, 15 and 13 fathoms clay found.

Sightings taken at 12 o'clock:-

The Point of Crawang S. to E.

De Moordenaarshoek E.S.E. ¾

The Island Edam W. to S.

²⁴⁷ The bells indicated half hour periods during a watch. See footnote 85.

Saw several vessels.

12.00 - 16.00 and 16.00 - 20.00 and 20.00 - 24.00 The wind North and N.N.W. Topgallant sail breeze with clear sky. Took a bearing on the Island Leyden at 1.30 o'clock in the West. Navigated between this island and Enkhuisen. Took a sighting at 3 o'clock on the flagpole of Batavia: South. Navigated windwards of the Rhynlands Shoal towards the Roadstead.²⁴⁸

IN THE ROADSTEAD OF BATAVIA

Wed. 22nd

Dropped anchor at 3.15 o'clock in the depth of 6 fathoms of mud and clay, using the daily anchor with $\frac{1}{4}$ inch rope. Found 36 merchantmen at anchor here from various countries.²⁴⁹ Towards the evening 2 American merchantmen arrived, of which one fired a salute of 5 guns and which we returned. At the pump Aft 24 inches; Midships 17 inches. Took sightings whilst at anchor:

The flagpole of Batavia South

The house on Tanjong Priok

The pole of Rhynland Droogte N.E. to [illegible]

During the morning the wind South, after noon North, [illegible]

One Dutch and 4 English merchantmen sailed. Fired a gun for the last one to show her flag. Offloaded the cargo of His Excellency the Governor General as well as the Brahmin statues and the 36 cases with bird species for the Colony. Had the sailor, J. Smidt collected from the Dutch Brig *Concordia* and put him into irons for impudence to the Coxswain. Took the remaining binding cane out of the main hold and stowed it in the bulwarks. Fetched the casks from under the main hatch.

At the pump Aft 30 inches; Midships 25 inches.

Fri. 24th

Weather and wind as before. Received 3 proas with 40 bundles of firewood from the Government to be used as chipped wood for the arrack casks. 2 merchantmen sailed and 2 arrived. Checked the rigging and repaired the small sloop. Received the requested medicines from the shore.

At the pump Aft 37 inches; Midships 25 inches.

Sat. 25th

The wind S.S.W. turning to North during the afternoon. Cloudy sky with thunder during the evening. Pumped to Aft 26 inches; Midships 18 inches.

Received some remaining European victuals, ship's biscuits and a cargo of 52 whole and 16 half casks of arrack marked from No. 1 to 52.

²⁴⁸These points can be found on the Pilot for the Indian Ocean.

²⁴⁹The anchorage at Batavia was extensive and could accommodate fifty or more ships.

No. 4 leaked so we returned it. The Messrs Van den [illegible] came on board as Commissioners to unseal the main hatch and to check the loading of the arrack. Stowed the arrack under the main hatch and beside the main mast. Received the requested cordage. The ship's cook, A. Ebregt, passed away. Took the corpse beyond the Roadstead and put it overboard. 3 merchantmen arrived.

IN THE ROADSTEAD OF BATAVIA

- Sun. 26th Wind S.W., South to N.W. Steady light breeze with hazy sky. Received 2 proas with 62½ casks of arrack as cargo. Stowed them as before. Received victuals for the ship's company. At the pump Aft 39 inches; Midships 26 inches.
- Mon. 27th Wind and weather as before. During the evening there was thunder and lightning. Received 42 whole and 9 half casks of arrack which we stowed away. The main hatch was sealed by the Commissioners Vorster and Van der Venne. Received casks with arrack and meat as victuals and the requested invalids' food. Issued an extra tot to the ship's company. The sailor, W. Schut, who was put into irons for impudence, was punished and released. The Lieutenants Schmitman and Aspel²⁵⁰ came on board as they had been booked as passengers by General Anstringh. Naval Cadet, Bousquet, being back from furlough, and the sailors, Charles Bartou and Thom Guigh were engaged for the voyage as sailors 1st class. At the pump Aft 42 inches; Midships 32 inches.
- Tues. 28th Wind and weather as before. Received 8 half casks of arrack as cargo which we returned the next day as could not accommodate any more. Received victuals for the ship's company. Shipped the surplus empty casks to the shipyard for the receipt of the harbour master and also returned surplus firewood. Received 5 cases of specimens for His Majesty's cabinet of Natural History. Engaged the sailor, J. Haijes, who came on board. The sailor, Van den Broc, on the register of H.M.S. *Adml de Ruyter*, and who was left behind being ill, was transferred to H.M.S. *Adml Evertzen* to assist the Rear-Admiral Buyskes. Notice of this was given to the Master Clerk, Ruloffs. The sailor, J. Smidt, of the *Concordia* was released and returned with a reprimand. Pumped down to 4 inches.

²⁵⁰He was to play a significant part in saving Hofmeijer's journals when the *Amsterdam* grounded in Algoa Bay.

FROM BATAVIA TO ANJER

Wed. 29th

00.00 - 04.00 and 04.00 - 08.00 The wind S.S.W. to S.W. Light breeze with thunder and lightning. Mrs Marols, her 2 children and a servant came on board to travel to Europe as passengers as per the decision of His Excellency the Governor General. Returned more excess firewood. At 7 o'clock weighed anchor and navigated north. Saluted the city with 13 guns. Found one strand of the daily anchor completely snapped at 10 fathoms from the stock. At the pump Aft 21 inches; Midships 10 inches.

Ship's draught	A.	24 ft
	F.	<u>22 ft : 9 inches</u>
	Difference	1 ft : 3 inches

08.00 - 12.00 The wind N.E. and North. Light but increasing breeze. At 10 o'clock dropped anchor at the depth of $6\frac{3}{4}$ fathoms. Had the daily main hatch inspection by the committee. Had the anchor rope cut off at 10 fathoms and then put back onto the anchor. Took sightings after weighing anchor:

The flagpole of Batavia	S.S.E.
The Island Hoom	N. to W. $\frac{1}{2}$
The Island Leyden	N.E. to E.

Received 12 oars for the large sloop. Have sent back the gang of Javanese who assisted us.

12.00 - 16.00 and 16.00 - 20.00 and 20.00 - 24.00 - wind N. and N.N.W. to S.S.W. Topgallant sail breeze with hazy and cloudy sky At the pump Aft 24 inches; Midships 14 inches.

Thurs. 30th

00.00 - 04.00 Weather and wind as before.

04.00 - 08.00 The wind S. to W. and S. to E. Light topgallant sail breeze with clear sky. Weighed anchor and sailed. Raised all the sails. Navigated towards the Island Hoom, then to the point of Ontong Java. Measured depths of 9 to 9 and $7\frac{1}{2}$ fathoms of clay.

08.00 to 12.00 The wind southerly to W.N.W. and N.N.E. Light topgallant sail breeze with overcast sky. At 8 o'clock navigated in between Ontong Java and the Island Amsterdam at the depths of 7 and 8 fathoms. Once having passed this area measured up to 12 fathoms with clay. Sighting at 4 o'clock:

The middle of the Menschen Eters Island	S.W. to W.
" " " " Groote Combuis	E.N.E.

Steered West. Were followed by two American ships which left from the Roadstead of Batavia this morning.

IN THE ROADSTEAD OF ANJER

Thurs. 30th

The wind North. Light topgallant sail breeze with hazy sky. Steered N.W. and W.N.W. in between Poela Balie and the East coast of Bantam. The depth of 14 and 11 fathoms of clay was measured. Took sightsights at 4 o'clock:

Poela Barjan [illegible] S. ½ E.

Schiedam Puuct [illegible] W. ¾ S.

The West point of Poela Balie N.E. ½ N.

16.00 - 20.00 The wind N. to W. to W. to N. Variable and light topgallant sail breeze with clear sky. At 6 o'clock, not being able to reach the west side of Bantam, we arrived at the little island Manaar in 19½ fathoms of clay.

Took a sight on:

The East point of Bantam S.E.

St. Nicolaas and the so-called 'Toppenhoedje'. Can see the Zutphen Islands and the high land of Sumatra. Found the current to be running E. to S. 1½ miles. At the pump aft 24 inches; Midships 22 inches.

20.00 - 24.00 Completely calm with rain, lightning and thunder. Pumped down to 12 inches Aft; Midships 7 inches. The current ran W. to N. for 1½ miles.

Fri. 31st

00.00 - 04.00 As before with nothing to report.

04.00 - 08.00 The wind North and N.E. Variable topgallant breeze with showers, thunder and lightning.

08.00 - 12.00 The wind East and E.S.E. Variable topgallant breeze with clear sky. Weighed anchor at 8 o'clock. Steered first to 'Toppenhoedje' thereafter to the 'Brabands Hoedje' and passed the first at 10.30 o'clock and the latter at 12.00 o'clock. Navigated towards the Roadstead of Anjer. Saw 2 ships and some small vessels. Measured depths of 30, 38 and 25 fathoms.

2.00 - 16.00 The wind E.S.E. Light breeze. Dropped anchor at 1 o'clock in the Roadstead of Anjer in 10 fathoms with sand and shells.

Took bearings:

Brabantsshoedje N.N.W.

The West point of 'Dwars in de Weg' N.W.

The Flagpole of Anjer S.E. to E.

Wrote a message immediately to the Harbour Master to despatch the required vessels to get the necessary water as did not want to take water on in Batavia because it was very bad for the health of the men. Took off the topyard and the topgallant yard.

16.00 - 20.00 The wind N.E. to E. Topgallant sail breeze with overcast sky, thunder and lightning. Scraped the topgallant mast, taking off the topgallant crosstrees and upper rigging.

At the pump Aft 22 inches; Midships 12 inches.

20.00 - 24.00 The wind west and S.S.W. Thunder and lightning.

IN THE ROADSTEAD OF ANJER AND SAILING

November

- Sat. 1st Up to the wind S.W. and West. Variable with hazy and cloudy sky. Despatched 2 proas with empty water casks which we received back re-filled in the morning. Started to attach the under rigging. Erected stay in the middle of the mainmast as a support. Found the South latitude to be 7 : 10' : 30". At the pump Aft 20 inches; Midships 15 inches. Saturday the 1st up to midnight the wind W.S.W. Busy putting up the rigging. Received 32 casks with water which we placed in the aft hold. A three mast ship and a brig passed us. At the pump Aft 28 inches; Midships 19 inches.
- Sun. 2nd Up to noon the wind S.W. and North. Light topgallant sail breeze with clear sky. Reeved a new main topsail halyard. Despatched the sloop to the shore and received 28 whole casks and 1 half cask of water. Put a new leech²⁵¹ on the mizzen topsail which was worn out. Tightened the topmast stays. At the pump Aft 32 inches; Midships 21 inches. Up to midnight the wind from the West with scudding clouds. Received 49 casks of water during the day. Nearby there were 2 American merchantmen at anchor that had come from China. Lowered the sloop and when we hoisted it up again during the evening, the lowest ringbolt broke from the knee. The sloop broke in 2 pieces and filled up with water, being completely rotten. We did not have her repaired and she was scrapped. Some crew from the *Evertzen* came on board. At the pump Aft 37 inches; Midships 29 inches.
- Mon. 3rd Until noon the wind S.W. to West. Light breeze with cloudy sky. Fetched sandbags. Put up the small mizzen sail. Received 25 casks water. The sailor, W. Schut, was locked into hand and feet irons for commenting on the unseaworthiness of the *Amsterdam* owing to the bad leaks. He tried to stir up a revolt amongst the crew, after unsuccessfully having asked all the officers to see me.²⁵² The condition of the ship was known to them as well as to me and there was no risk in going to sea as the leaking was not important since the water at the pumps was more than usual because of washing out the hold. It was unanimously decided to punish the mentioned W. Schut most severely with hand irons to prevent further such discussions and as an

²⁵¹See glossary.

²⁵²It was fortunate for Schut that his mutinous action was not punishable by death.

example to other agitators. Having called him in front of me, he admitted having had that discussion, but without any harmful intentions. The punishment was executed immediately and W. Schut was placed on the list as incapable.²⁵³ Pumped from 36 inches Aft to 29 inches and Midships to 12 and 13 inches.

At 7 o'clock the bearing was: 39 20' - 62 - 25' 80 - 46' - 10"

South Latitude 6 - 8'; Longitude 120 - 25'

Up to midnight the wind West and S.S.W. Light and variable topgallant sail breeze. Received 61 casks full of water, during the night. At the pump Aft 11 inches; Midships 10 inches.

Tues. 4th

00.00 - 04.00 and 04.00 - 08.00 Variable wind with hazy and cloudy sky. Attended to the sloops. Brought up the topgallant sail. At the pump Aft 22 inches; Midships 19 inches.

08.00 - 12.00 The wind N.W. and West Light breeze with cloudy sky. Gave a receipt of the delivered water to the Harbour Master, Roos and signed all the invoices for the ship during my stay at the Island of Java.²⁵⁴ The Captain General [illegible] signed as well. Sailed at 10.30 o'clock with a light topgallant sail breeze. The two American ships sailed too. Steered North. At 11 o'clock put about S.W. took sights:

Brabantshoedje E. to S.

South point of 'Dwars in de Weg' W.N.W.

A less strong current pushed us eastwards.

12.00 - 16.00 - The wind W. to S. and W.S.W. Tacked in between Brabantshoedje and 'Dwars in de Weg' with a depth of 10, 11 and 13 fathoms but did not drop anchor. An American brig dropped anchor within a visible distance.

FROM THE STRAITS OF SUNDA TO EUROPE

Tues. 4th cont

16.00 - 20.00 The wind S.W. to W. to S.S.E. Topgallant sail breeze with cloudy sky. Raised the mizzen topgallant sail. At 4 o'clock put about S.S.E. and at 5 o'clock turned towards North, then sailing S.W. to W. to W. After the wind lessened. Took bearings at 6 o'clock:-

The flagpole of Anjer S.S.E. to E.

Brabant's Hoedje East

The West point of 'Dwars in de Weg' N.W. to W. ¼ N.

Measured depths of 25 to 57 fathoms. Noticed from the sounding lead that we were drifting on the current.

8 bells, 20.00 - 24.00 The wind South and S.S.E. Reefed topsail breeze with clear hazy sky. Steered in between 'Dwars in de Weg' and

²⁵³He was branded as a troublemaker but in the long run was to be proved correct.

²⁵⁴No indication is given as to actual costs.

the high land of Sumatra. Sounded the depth of 57, 52 and 58 fathoms. Issued an extra tot to the ship's company.

Wed. 5th

24.00 - 04.00 The wind S.S.W. Variable topsail breeze with clear sky. Saw land in the S.W. The depth was 56 fathoms. Steering as before in depths of 50 and 45 fathoms. Saw 'Dwars in de Weg' in the N.N.E. and at 2 o'clock the high land of Sumatra. At 4 o'clock put about to W.S.W. depth 50 fathoms. Saw the Island 'Dwars in de Weg' in the East about 2 miles away. At the pump Aft 30 inches; Midships 24 inches. S.W. $\frac{1}{2}$ S. $4\frac{1}{2}$ 04.00 - 08.00 - the wind South and S.S.E. Topgallant sail breeze with clear sky.

Sightings at 05.30

'Dwars in de Weg' East, the Island Pondan at the coast of Sumatra . N $\frac{1}{2}$ W. seeing the Zutphens Islands, increased sails and steered to sail in between Cracatou and Poelse Bessie. At the pump Aft 32 inches; Midships 26 inches. Sightings at 8 o'clock:-

The Peak on Cracatou S.S.W. $\frac{1}{2}$ W.

West point of Poels Bessie W/N

The middle of the long island of Cracatou S.W. to W.

S.W. $\frac{1}{2}$ W. 5 08.00 - 12.00: Wind and weather as above. At 2 bells the wind S. to W. and S. and S.W. Also S. to E. At 12 o'clock steered to sail in between Cracatou and Poels Bessie.

Took the following sights

The Peak of Poels Bessie E.N.E. $\frac{1}{4}$ E.

The Peak of Cracatou E. to S.

Found the South latitude..... 6 : 3' : 35"

At the pump Aft 36 inches; Midships 30 inches.

SAILING OUT OF THE STRAITS OF SUNDA TO EUROPE

Wed. 5th cont

12.00 - 16.00. The wind S.S.W. and South. Light topgallant breeze with hazy, cloudy sky and showers. Raised sails as per opportunity. Noticed a ship in the S.S.W. with all sails up coming towards us. Having come closer and seeing her flag, it appeared to be Spanish so we tacked to the S.E. The sightings at 4 o'clock were east of the Mountain Kilsang and Sumatra was North, estimated at 3 miles.

At the pump Aft 39 inches; Midships 32 inches.

16.00 - 20.00. The wind South, S.S.W. Variable topgallant sail breeze with totally cloudy sky and showers in the N.N.W. bringing rain and thunderstorms. Hoisted the bow anchor. Pumped the ship out at 5.30 o'clock. Veered around to the South to avoid the rain.

Took sights:

The flagpoint on Sumatra N.W. $\frac{1}{2}$ W.

The East point of the Mountain Kilsang N.N.E.

According to the English chart of W. Heather²⁵⁵ we were on 121 : 31' Longitude. Started from here to mark the chart on the above mentioned map.

At 6 o'clock put about to W.S.W. During the evening we were passed by an English schooner coming from Bencoolen.

20.00 - 24.00. The wind S. to E. and S.S.E. Topgallant sail breeze calm and cloudy sky. Raised sails as per opportunity.

00.00 - 04.00. The wind S. to E. and S.S.E. to S.E. Topgallant sail breeze with hazy overcast sky. There was a little rain from the S.W. with thunder and lightning.

04.00 - 08.00. The wind S.S.E. Variable topgallant sail breeze with hazy sky and rain and thunder in the North. Increased and reduced sail. Lowered the daily anchor. At the pump Aft 26 inches; Midships 24 inches.

08.00 - 12.00. The wind S.S.E. Topgallant sail breeze with hazy sky. Closed the hawseholes. Tightened up the inner bow stays and repaired the railing. Pumped to Aft 12 inches; Midships 8 inches.

At noon:-

The general course and distance since the sight W.S.W. ½ S.
Estimated South latitude 6° 44'
Found South latitude 6° 55'
Course followed and distance travelled W.S.W. ½ S. 28miles
Estimated longitude 119° : 54'

SAILING TO EUROPE

Thurs. 6th

According to this the Keeling or Kokos Islands S.W. ½ W. 115 miles.

Actual longitude at 7.30 o'clock according to the
chronometer W.S.W. 120° : 15'

Change 0° 20'

Longitude at noon 119° 55'

According to this the Keeling or Kokos Islands S.W. ½ W 124 miles.

S.W. 12 midday. 12.00 - 16.00. and 16.00 - 20.00. The wind S.S.E. and S. to E. Topgallant sail breeze with cloudy sky and a little rain.

S.W. 4M. 20.00 - 24.00. Wind and weather as before. Raised as much sail as possible. At the pump Aft 33 inches; Midships 18 inches.

Fri. 7th

00.00 - 04.00. The wind S.S.E. Topgallant sail breeze with cloudy sky. Pumped with the fore stroke pumps to Aft 30 inches; Midships 16 inches.

04.00 - 08.00. Wind and weather as before. Raised the upper leesails

²⁵⁵Hofmeijer seems to have made good use of English charts and maps.

on the port side. Pumped down to Aft 11 inches; Midships 5 inches.
 Azimuth sight 11 : 58' N.E. / East
 08.00 - 12.00 Wind and weather as before. Caulking in the waist at the
 3rd seam in the bow. At the pump Aft 20 inches; Midships 12 inches.
 At noon:
 Found South latitude 11 45'
 Estimated South latitude 11 54'
 Course followed and distance W.S.W. $\frac{1}{4}$ W. 38 miles
 Estimated longitude 107 : 30'
 According to this the Keeling or Cocos Islands S.W. to S . . 83 miles
 Found longitude at 7.30 am the chronometer No. 408 . . 117 : 15' : 14½"
 According to this the Keeling or Cocos Islands S.W. $\frac{1}{2}$ S . . 78 miles
 Found by Azimuth 11 58' N/East
 12.00 - 16.00. The wind S.S.E. and S.E. to E. Light topgallant sail
 breeze with clear sky. The sailor, W Ostenaar, into irons for
 drunkenness and fighting.
 At the pump [illegible]
 At 3.30 found according to chronometer No. 408 . . . 116 : 54' 49"
 And sight onto the horizon 2 : 56' N/East.
 16.00 - 20.00. Wind and weather as before. One of the ropes of the
 running rigging on the main mast on the port side broke. Hoisted
 another one to supplement it. The fire pump was found to be not giving
 very much water.
 At the pump Aft 20 inches; Midships 16 inches.
 20.00 - 24.00. The wind S.S.E. and S.E. Light topgallant sail breeze
 with cloudy sky. At the pump Aft 25 inches; Midships 23 inches.

SAILING TO EUROPE

Sat. 8th

00.00 - 04.00. Wind and weather as before.
 At the pump Aft 31 inches; Midships 25 inches.
 04.00 - 08.00. The wind S.E. to S. Light topgallant sail breeze with
 clear sky. Raised every sail that could help. Cleared the decks in
 general.
 Found by sight onto the horizon 2 : 2' and by Azimuth ... 2 : 56' N/E.
 At the pump Aft 36 inches; Midships 27 inches.
 08.00 - 12.00. wind and weather as before. Pumped down to Aft 10
 inches; Midships 5 inches.
 At noon:-
 The general estimated course and distance W.S.W. 27½ miles
 Estimated South latitude 8 27'
 Found South latitude 8 14'
 Course followed and distance was W.S.W. $\frac{1}{2}$ W. 26½ miles
 According to this the Cocus or Keeling Islands S.S.W. 62 miles
 According to chronometer No 418 Longitude at 7.30 . . 115 : 35' 51"
 Change 0 : 14'

115° : 21' 51"

According to this the Cocos Islands S.S.W. $\frac{1}{2}$ W. 58 $\frac{3}{4}$ miles
Sight onto the horizon 2 : 2' Azimuth sight 1 : 11' $\frac{2}{3}$ N.E.
12.00 - 16.00. The wind S. to E. and S.S.E. Light topgallant sail breeze
with cloudy sky. Raised all the sails. At the pump Aft 19 inches;
Midships 12 inches.

16.00 - 20.00. Weather and wind as before. Took in some light leesails
at sunset.

At the pump Aft 19 inches; Midships 12 inches.

At 4.30 o'clock longitude according to chronometer No 418 115 : 11'
: 24: Azimuth sight 2 : 29' and 0 : 59' N/W.
20.00 - 24.00. The wind S.E. to S. Topgallant sail breeze with clear
sky. Pump Aft 24 inches; Midships 16 inches.

Sun. 9th

0.00 - 04.00. The wind to S.S.E. Variable and light topgallant sail
breeze. Showery overcast sky. Took in the light sails because of a
squall. At the pump Aft 28 inches; Midships 19 inches.

04.00 - 08.00. The wind to East and S.E. Topgallant sail breeze with
heavy showery sky. Took in the topgallant sails. At the pump Aft 29
inches; Midships 23 inches.

Azimuth sight 0 : 32' N/E
Sight onto the horizon 1 : 31' N/E

08.00 0 12.00 The wind S.E. and S.E. to S. Showery topgallant sail
breeze, with heavy sky. Took a second reef in the topsails. The outer
jib was torn²⁵⁶ and had to be taken down. Moved 6 casks of water
from fore to aft to weigh the ship down more heavily in the stern. At
the pump Aft 35 inches; Midships 30 inches.

SAILING TO EUROPE

Sun. 9th cont

At noon:-

The general estimated course and distance S.W. to W. 31 miles

Estimated South latitude 9 : 24'

Actual South latitude 9 : 13'

Course followed and distance in the 24 hours S.W. to W. 19 $\frac{3}{4}$ miles

Estimated longitude 114 3' The peak and 98 : 23'

According to this the Keeling or Cocos Islands S. $\frac{1}{2}$ W. 38 miles

Longitude found according to No. 418 at 7.30 o'clock . 113° : 51' : 20"

Changed up to noon 113° : 18' :

Longitude the Pik 113° : 33' 20"

Gives the Keeling or Cocos Islands S. $\frac{1}{2}$ E. 38 $\frac{1}{2}$ miles.

²⁵⁶ Although some spare sails were carried it was the responsibility of the sailmakers to effect repairs as speedily as possible.

Sight onto the horizon yesterday evening 1 : 11'
 Azimuth yesterday evening 0 59'
 Azimuth this morning 0 56'

Had the Letter of Articles read.

12.00 - 16.00. and 16.00 - 20.00. The wind S.E. to E. and S.S.E. Variable topgallant sail breeze with showery sky. Raised sails as per opportunity. Pumped from 39 and 33 inches to Aft 6 inches; Midships 8 inches. Tightened up the mizzen pins. Took the [illegible] from the forecandle to the quarter-deck to improve the steerage [rudder action - ed]

Did an Azimuth sight and found.. 0 : 27' ; 0 : 19' N/East W. 7½ miles. The wind S.S.E. and S.E. with increasing and decreasing topgallant sail breeze and cloudy, showery sky with rain. At the pump Aft 24 inches; Midships 20 inches.

Mon. 10th

00.00 - 04.00. The wind S.E. to S. Topsail breeze with cloudy, showery sky and occasional rain. At the pump Aft 30 inches; Midships 24 inches. 04.00 - 08.00 The wind S.S.E. Topgallant sail breeze with showery sky. Took a reef out of the topsails to increase sail. The main halyard broke and had to be repaired. Repaired the fore topsail sheet. Reefed double tacks and sheets in the foresail. Pumped to Aft 26 inches; Midships 19 inches.

08.00 - 12.00. The wind S.E. to S. Fresh topgallant sail breeze with showers and overcast sky. Increased and decreased sails as per conditions. Pumped to Aft 6 inches; Midships 3 inches.

SAILING TO THE NETHERLANDS

Mon. 10th cont

At noon

According to the estimated course and distance S.W. to W. 44¾ miles
 Estimated South Latitude 10 : 2' Actual S.W. 10 : 44'
 Course followed and distance S.W. to W. ½ W 48¾ miles
 Estimated longitude found the Pik .. 111 : 32' and Greenwich 94 : 52'
 According to this the Keeling or Cocos Islands E.S.E. 38½ miles
 At 6.30 o'clock according to No 410 the actual longitude 111 : 10' : 11½

The Keeling or Cocos Islands E.S.E. 47 ¼ miles
 By sight onto the horizon 0 : 47' N.Westerly

12.00 - 16.00 Wind and weather as before.

At the pump Aft [illegible]; Midships 21 inches.

16.00 - 20.00 as before. Pumped to Aft 12 inches; Midships 4 inches.
 At 16.00 o'clock

According to chronometer No. 418 the longitude was ... 110 : 4' : 22"
 The Azimuth sight was 0 : 34' ; the sight onto the horizon. 0 : 24' N/W.

20.00 - 24.00. The wind S.E. to S. and S.S.E. Variable topgallant sail breeze with scudding clouds. Had to pump during the watch with one

of the fore stroke pumps to Aft 18 inches; Midships 13 inches. Nothing in particular during the rounds.

Tues. 11th

00.00 - 04.00. The wind S.E. to S. and S.S.E. Variable topgallant sail breeze with cloudy sky. The windward main topsail sheet broke. Repaired and replaced it. Pumped with a stroke pump to Aft 24 inches; Midships 16 inches.

04.00 - 08.00 Weather and wind as before. Raised the main topsail and main topgallant sail. At 7 bells the main topgallant sail tore to pieces and had to be taken down.

08.00 - 12.00 The wind S.E. and S.S.E. Fresh topgallant breeze with cloudy sky. Put up another main topgallant sail. Repaired the main topmast stay sail and some small holes in the main topgallant sail. The mizzen yard broke and split. Reinforced a section of the mizzen topsail. Pumped to Aft 18 inches; Midships 13 inches.

At noon:-

The estimated course and distance S.W. to W. 49 miles
 Estimated South latitude 12 : 22", ACTUAL S.L. 12 : 24' : 35"
 Estimated Longitude Pik 108 : 46' Greenwich 92 : 6'
 According to this the Island Rodrigues . . . W.S.W. $\frac{5}{8}$ W 422 $\frac{1}{2}$ miles
 At 07.00 o'clock the actual longitude with No. 148 . . . 107 : 49' : 43 $\frac{1}{2}$ '
 The Island Rodriguez. W.S.W. $\frac{3}{4}$ W 402 $\frac{1}{2}$ miles.
 Found by Azimuth yesterday evening 0 : 34'
 By sight onto the horizon 0 : 24'

Tues. 11th Nov
 cont.

a.m. Wind and weather as before. Sailing as before. The fore-mast halyard broke. Replaced it with a new one. The jib sheet was damaged and repaired. At the pump 28 inches to 18 inches.

At noon. The wind S.E. and S.E. to S. Variable topgallant sail breeze with hazy sky. Took in the sail to the 2nd reef. Found that water was leaking into the ship in the area under the galley. Pumped to 8 inches Aft and Midships.

Evening. Wind and weather as before. Pumped with the stroke pump to 15 inches Aft and Midships.

Wed. 12 Nov.

1st watch. The wind S.E. and S.E.S. Variable breeze with cloudy and hazy sky. Found a turtle caught in the tiller rope.²⁵⁷ Raised all available sails. Pumped to 14 inches Aft and 7 inches Midships.

2nd watch. Wind and weather as before. Set the foresail sheets and the rest of the rigging. At the pump Aft 25 inches; Midships 17 inches.

3rd watch. The wind S.E. and S.E. to E. Fresh topgallant sail breeze

²⁵⁷ Sea turtles have been a feature of the open seas since time immemorial. Not more than five species have been found in the region viz. loggerheads, leatherbacks, green turtles, the hawksbills and the olive Ridleys.

it necessary to do with less sail. Pumped to 22 inches Aft; 15 inches Midships.

In the Afternoon. The estimated course was Z.W. to W. $.40 \frac{3}{4}$ miles
 Estimated latitude $14^{\circ} : 25'$
 Actual latitude $14^{\circ} : 30'$
 Estimated longitude from the Peak. $105^{\circ} : 57'$
 Estimated longitude from Greenwich $89^{\circ} : 11'$
 Island of Rodriguez. W to S 374 miles
 Found the longitude according to no. 418 at 7 hours . $104^{\circ} : 56' : 16 \frac{1}{2}$
 Difference . $0^{\circ} : 28'$
 Found Island of Rodriguez W.to S. $\frac{1}{8}$ S. $353 \frac{1}{2}$ miles

The wind E. and E. to N. Fresh topgallant sail breeze with cloudy sky and some rain. The quartermaster, J van Duren, put in irons because of drunkenness. Busy repairing the large mainsail. Increased and decreased sails according to the conditions. At the pump Aft 26 inches; Midships 16 inches.

Wed. 12 Nov cont. The wind E. And S.E. Variable fresh topgallant sail breeze. Reefed the mainsail as there were large waves from the S.E. and the ship made heavy weather of the conditions. Set the yardarms in line with the crosstrees. Pumped to Aft 18 inches; Midships 12 inches.
 The wind E. and E.S.E. Variable topgallant sail breeze with clear sky. Pumped with one stroke pump to 17 inches Aft and Midships. The ship was rolling heavily.

Thurs. 13 Nov. 1st watch. Wind and weather from the front. The waves were coming from the S.S.E causing the ship to lurch uncomfortably. Pumped to 22 inches Aft and 4 inches Midships.
 2nd watch. Wind and weather as before. Topgallant sail breeze. Reefed in the fore-mast sail as well as the cross sail. Attempted to discover the leak and found that it was in the bellows in the galley and not possible to reach. Made use of all the sails. At the pump Aft 22 inches; Midships 13 inches.
 3rd watch. The wind variable from the S.E. to South with showery sky. Raised all sails available. The main crosstree broke and tore the lee sail. Repaired the same. At the pump Aft 20 inches; Midships 13 inches.
 In the Afternoon
 Estimated South latitude $15^{\circ} : 46'$
 Found South latitude $15^{\circ} : 46'$
 Estimated longitude from the Pik $103^{\circ} : 17'$
 Estimated longitude from Greenwich $6^{\circ} : 37'$
 According to the Island of Rodriguez $W \frac{1}{2} S$ 332 $\frac{1}{2}$ miles
 After 7 hours according to No 418 the longitude was. . $102^{\circ} 23' : 45''$

Difference 0° : 35' : 22"

Longitude at midday. 101° : 49' : 22"

According to the English chart of W. Heather,
Rodriguez Island was W.to S. N. 13½miles
W

According to the English chart of F Norie 1814 W to S ½W. 306½miles
am. The wind was S.E. Fresh topgallant sail breeze with clear sky.
Renewed the foremast sail. Brought two spare anchors to support the
main mast. The sailmakers were busy repairing the large mainsail and
the jib. At the pumps Aft 22 inches; Midships 19 inches.
The wind S.S.E. And weather as before. The packing around the main
mast broke free. Re-attached it where possible. Stored the light sails.
Pumped Aft 15 inches; Midships 11 inches.
Longitude according to the azimuth No 418 at 4½ hours. . 101° : 12'
Wind S.S.E and E.S.E. Variable topgallant sail breeze with cloudy sky.
A further section of the tiller rope broke. At the pump 17 inches.

Fri. 14th Nov

1st watch. The wind E.S.E. Variable topgallant sail breeze with thunder
and lightning. At the bilge pump Aft and Midships 5 inches.
2nd watch. The wind E.S.E. and S.E. to East. Light topgallant sail
breeze with clear sky.
3rd watch. The wind E.S.E. Light topgallant sail wind with clear sky.
At the pump Aft 17 inches; Midships 16 inches.
In the Afternoon:-
Estimated course and distance W.S.W 44 miles
Estimated South latitude. 16° : 53'
Found South latitude 17° : 4'
Actual course and distance W.S.W ¼ S 45 miles
Estimated longitude from the Pik. 100° : 28'
Estimated longitude from Greenwich. 85° : 0'
After 7 hours according to No 418
The estimated longitude 99° : 50' : 33"

Difference 0° : 28' : 48"

Longitude in the afternoon 99° : 21' : 45"

Island of Rodriguez W ⅝ S. 291½ miles
Island according to the chart of J. Norie W ¾ S. 272¼miles
In the afternoon the compass read 8° N/ West.
a.m. The wind E.S.E. and East. Topgallant sail breeze with cloudy sky.
As the main mast carried such a heavy load with the yardarm, two
backstays of 6 inch diameter were necessary to support the weight.
Pumped Aft and Midships to 13 inches.

Sat. 15th Nov.

Wind and weather as before. Pumped with the bilge pump Aft 14
inches; Midships 7 inches.

The wind S.E. to E. and E.S.E. Topgallant sail breeze. At the pump Aft 24 inches; Midships 12 inches. The sailmakers were busy repairing the foresails and others were busy pumping the bilges.

p.m. Wind and weather as before. Set the mizzen and crosstree rigging. The quartermaster, J. Van Duren, released from irons. Pumped bilges to Aft 10 inches; Midships 8 inches.

To Sat. 22 Nov. Nothing to report.

Sun. 23 Nov. Wind and weather as before. Used all sails to the best advantage. Repaired the small sloop. Found the rigging near the galley on the port side was in disarray. Also a plank had come loose in the area and three or four slats had been affected allowing four bags of coffee to fall through the gap. The 1st Lieutenant Tichelman, Lieutenant Vonterij and the Scribe Langenberg, made a declaration that they were not to blame for the mishap.²⁵⁸ Only one of the four bags was saved and it was placed in the gunpowder room.

Mon. 24 Nov The wind S.E. with topgallant sail breeze and cloudy sky. Pumped with one pump to Aft 17 inches; Midships 7 inches. Raised all sails possible. Checked the stays. Took down the small staysail in favour of the larger foresail attached to the main mast. Pumped to 22 inches Aft and 9 inches Midships.

Found the Azimuth reading at 6 o'clock to be 8° :13' N/W a.m. The wind South east with fresh topgallant sail breeze. Reefed the mizzen sail and fastened the small sloop down. The sailor, W. Ossenaar, was released after being verbally warned.

At noon:-

Estimated general course and distance W to S 47¾miles

Estimated South latitude 22° :50'

Found South latitude 23° :0'

Accordingly the Island of Rodriguez N.W. to W 56¼miles

The South corner of the Island Bourbon W.to N 135miles

At 7 O'clock according to No 418 estimated longitude. . . 81°: 18': 4½

Difference. . . 0°: 42' :28½

....80°:35:24½

The Island of Rodriguez N.to W. 80 miles

The South corner of the Island Bourbon 117miles

According to the chart of J. W. Norie Rodriguez N to W ... 50miles

At noon the compass read 11° :15' N/W

p.m. The wind S.E. to S with topgallant sail breeze and hazy sky.

Painted the small capstan and repaired the small jib. Pumped to 18 inches Aft; Midships remained at 22 inches but was later pumped to 13

²⁵⁸Dislodged cargo proved a potential hazard to the pumps.

inches.

Found the Azimuth reading at 10°: 24':30

Tues. 25 Nov.

The wind S.E and E.S.E. with fresh topgallant sail breeze and clear sky. Pumped Aft to 11 inches; Midships 7 inches.

Wind again from the front. Passed the Tropic of Capricorn. The sailmaker's apprentice, H. Voet and sailor, J.P. Jansen died. At the pump 22 inches aft; Midships 15 inches.

a.m. The wind S.S.E. with topgallant sail breeze and cloudy sky. Covered the large sloop with a tarpaulin. Pumped to 11 inches Aft and 10 inches Midships.

At noon:-

Estimated general course and distance W.to S 49½miles

Estimated South latitude 23°:39'; Found South latitude 29°: 30'

Found course and distance. 49miles

Estimated longitude at the Pik 78°:38' at Greenwich. 61°:58'

The middle of the Island Bourbon W.N.W. 91¾miles

Dauphin Peak Madagascar 205½miles

At 8 o'clock according to No 418 found the longitude ... 77°:37':24"

Difference 36': 6"

Longitude at noon. 77°: 1': 18"

The middle of the Island Bourbon W.N.W ½N. 72miles

Port Dauphin on Madagascar. 180miles

According to the chart of J.W. Norie Bourbon W.N.W ½N. .69½miles

According to the chart of J.W. Norie Port Dauphin 188¾miles

The compass read 11°:13 N/W

a.m The wind S.E. and E.S.E. with topgallant breeze and cloudy sky.

The yardarm of the leesail broke and had to replace it with a new one.

Pumped at 4 glasses to Aft 19 inches: Midships 9 inches. Raised light

sails. Azimuth finding was 13°:9' and the horizon at 13°: 45' North/west.

At 8 o'clock according to No 418 the longitude was. 76°:16':27"

Wed. 26 Nov.

The wind E to S and E.S.E. with storm clouds and showers. Pumped at 2 glasses to Aft 19 inches: Midships 6 inches.

a.m. The wind S.E. changing to the west with topgallant sail breeze, clouds and showers. The leak under the main mast in the area close to the galley was getting worse and 6 inches of water was measured. At the pump Aft 19 inches; Midships 6 inches.

At noon:-

Estimated general course and distance W to S. 46¾miles

Estimated South latitude 24°: 7' Found South latitude 24°:8'

The southerly point of the Island Bourbon N.W. 57 miles

Port Dauphin on the Island of Madagascar W½N 215miles

The found longitude according to No 418 76°:20':12"

Difference 32':18"

Longitude at midday 75°:47':54"

The Island Bourbon N.N.W. 45miles
 At Port Dauphin 148½miles
 The Azimuth was at 13°: 48' The Compass read 13°:53' N.W.
 At the pump Aft 13 inches.; Midships 8 inches.
 At 4 o'clock the Azimuth at 13°:53':30"
 Pumped with one pump Aft 13 inches; Midships 7 inches.

Thurs. 27 Nov. The wind E.S.E. and S.E. Fresh topgallant sail breeze with cloudy sky.
 At 12 o'clock at 50° found the evening star Capella at South latitude 28°:27'. The sailor F. Bartell died.
 a.m. Put up all the sails. At the pump Aft 24 inches; Midships 20 inches.
 Azimuth findings 14°:36':30" N/ West
 p.m. the wind E.S.E. to E. Topgallant sail with cloudy sky. Brought in the square sail and the leesails. One man released from irons.
 Pumped with one pump to Aft 18 inches; Midships 8 inches.

At noon:-

Estimated general course and distance W to S 38½miles
 South latitude 24°:38'; Found south latitude 24°:39'
 Estimated longitude 72°:32' at the Pik; Greenwich 58°:52'
 The Island Bourbon N.W. 47¾miles
 Port Dauphin on the Island of Madagascar 188¾miles
 At 6¾ hours according to NO 418 the found longitude .. 71°:41':37½"

Difference 22': 36"
 71°:19':1½"

Raised the storm sails. The Lieutenant C.R.Schmidt of the Hussars passed away. At the pump with one only, Aft 20 inches; Midships 12 inches.

Azimuth findings 15°:25:30"
 The wind E.N.E. and N.E. with topgallant sail breeze and rainy sky.
 Pumped 29 inches to 19 Aft and Midships from 13 to 6 inches.

Fri. 28 Nov. Wind N.N.E. and N.E. Topgallant sail breeze with cloudy sky. Raised all the sails. Pumped at 3 glasses Aft 17 inches.
 Took 3 Azimuth sightings and found 14°:47': 40" N.W.
 p.m. the wind N.N.E. with topgallant sail breeze and rain showers. At ten o'clock lowered the flag to half-mast and put the body of the Lieutenant of the Hussars, C.R. Schmidt overboard. Mended a rip in the leesail. At the pumps Aft 18 inches; Midships 10 inches.
 At noon:-
 Estimated general course and distance 40½miles
 Estimated South latitude 25°:41'; Found South latitude 25°:59'
 Estimated longitude 69°:44' at the Pik; 53°:29' at Greenwich.

Distance from Port Dauphin on Madagascar	95miles
According to the chronometer No 418 at 7 hours	69°:26':12"
Difference	<u>39':42"</u>
Longitude at midday	69°:46':30"
According to the chart of J.W. Norie Port Dauphin	72½miles
The compass read 15° N/ West	
a.m. and p.m. The wind N.N.E. and N.E. Topgallant sail breeze with clear sky. Pumped to Aft 19 inches; Midships 10 inches.	
The top leesail stay broke . Pumped Aft 13 inches; Midships 6 inches.	

Sat. 29 Nov.

Weather unsettled with thunder and lightning. The wind caused damage to various sails which had to be repaired. Pumped twice from 16 to 6 inches.

The sailmakers were busy repairing the damaged sails. In the afternoon the wind was variable and by 7 glasses a storm had arisen with more thunder and lightning. At the pump aft 11 inches; Midships 10 inches.

At noon

Estimated course and distance W.S.W½W 40 miles

Estimated South latitude 26°: 47'

Estimated longitude 66°: 56' at the Pik and 50°:16' at Greenwich.

Approaching Port Dauphin on Madagascar N.W. $\frac{1}{2}$ W 49 $\frac{1}{2}$ miles

At 7 hours according to No 418 the longitude was $66^{\circ} 32' 7\frac{1}{2}''$

Difference 32': 6"

Longitude at midday 66°:0' :1½

Port Dauphin on Madagascar N.W. W/N 40 miles

Cape St Marie on Madagascar W.N.W $\frac{1}{2}$ W 60 $\frac{3}{4}$ miles

According to the chart of J.W. Norie Port Dauphin N.W. $\frac{1}{2}$ N 44 $\frac{1}{4}$ miles

“ ” “ ” J . Homburg in the Indian Pilot

Port Dauphin 46miles

Cape St Marie 58¼miles

The wind became strong and it was necessary to reef in the sails. Nevertheless many were torn and an effort was made to repair them. The main lee stay broke and it was difficult to re-fasten it. At the pump aft 20 inches; Midships 12 inches.

The wind was from the E.S.E. and a reefed topgallant sail wind was blowing. Took the main sail down to the third reef. Pumped at 6 glasses to Aft 13 inches: Midships 6 inches.

Sun. 30 Nov.

The seas were very rough causing the ship problems. Leaks affected the sails in the hold and they became wet and heavy. More sails tore in the high winds.

At the pump Aft 22 inches and Midships 18 inches.

At noon

At noon

General estimated course and distance W.S.W. $\frac{1}{2}$ W. . . . 32 $\frac{1}{2}$ miles
 Estimated South latitude. 27° : 33'
 Estimated longitude from The Peak 64° : 40'
 Estimated longitude from Greenwich. 48° : 0'
 Cape St Marie on the Island of Madagascar N $\frac{1}{2}$ W 48 $\frac{3}{4}$ miles
 Longitude according to Pilot 418 64°:29':32"
 Difference. 31':12"

Longitude at noon 63° : 58' : 0"
 The Cape St Marie on the Island of Madagascar N $\frac{1}{2}$ W. . . 49 $\frac{1}{2}$ miles
 The middle point of Natal.W to S 233 $\frac{3}{4}$ miles
 According to the chart of J.W. Norie Cape St Marie N.W . . 40 miles
 According to the chart in the Indian Ocean Pilot it was. . . 39 $\frac{1}{2}$ miles
 The middle point of Natal W to S. 228 $\frac{1}{2}$ miles
 The compass read 20° N. West.

1st watch. The wind as before. Took two reefs in the mainsail and also the port sail. At the pump Aft 24 inches; Midships 13 inches.

2nd watch. The wind E.S.E. and East. Fresh topgallantsail breeze with cloudy sky. The ship heeled until some of the sails were touching the water and the pumps were working without a break.

3rd watch. The wind and weather as before. At the pumps Aft 21 inches; Midship [illegible]

SAILING TO THE NETHERLANDS

December

Mon. 1 Dec.

The wind W.S.W. changing to S.E to East. . . Variable breeze with cloudy, thundery sky. At the pump Aft 20 inches; Midships 6 inches. The wind E and N.N.E Fresh topgallant sail wind with cloudy and hazy sky. Set the lower leesails. At the pump Aft 12 inches; Midships 8 inches.

Later took one reef out of the mainsail and the mizzen sail. The sailmakers were busy repairing the torn foresails.

At the pump Aft 15 inches; Midships 6 inches.

At noon

General estimated course and distance sailed W.S.W 41 miles
 Estimated South latitude 28° : 51'
 Actual South latitude 28° : 51' : 33"
 Estimated longitude, the Peak 61° : 19'
 Estimated longitude, Greenwich. 44° : 39'
 St Lucia Point in Africa 167 $\frac{1}{2}$ miles
 Middle point of Natal West 190 $\frac{1}{4}$ miles

Difference 35' : 30

61° : 3' : 28½

St Lucia Point on coast of Africa West 164½ miles

According to Homberg's map in the Indian Pilot,

St Lucia W½N 168 miles

According to the map of J.W. Norie,

St Lucia W¼N 168 miles

Middle point of Natal W to N 185 miles

Yesterday evening the Azimuth found. 21° : 16' : 30

The Compass was at 22° : 30' N/ West

a.m. The wind E.N.E. Variable topgallant sail breeze with hazy sky.

Brought down the main crosstree and repaired a hole in the foresail.

Pumped Aft 20 inches; Midships 12 inches.

In the afternoon reefed the sails. Pumped with one pump to Aft 20 inches; Midships 12 inches.

Busy repairing the foresail. The leesail was damaged.

Tues. 2nd Dec. Strong wind. East to North and E.N.E. Fresh topgallant sail wind with cloudy sky. Pumped to Aft 25 inches; Midships 6 inches.

Wed. 3rd Dec. The wind North and N.N.W. Topgallant sail breeze with stormy sky in the S.W. Pumped to Aft 20 inches; Midships 6 inches. Found two observations of Sirius²⁵⁹ South Latitude 29° : 50' Estimated South Latitude 29° : 44' The wind North to N.N.W. and West. Thunder, lightning and heavy rain. An approaching storm came from the S.W. and at 7 glasses it arrived. It was necessary to pump right through the watch with only one pump. Held a conference to discuss our course to Table Bay as the ship had been leaking underwater from 11 November and it would necessary to put in there for repairs.

At noon:-

The general estimated course and distance W to N. 22½ miles

Estimated South latitude 29° : 52', no found latitude.

Estimated longitude from the Pik 56° : 56' ; from Greenwich . . 39° : 36'

The middle point of Natal in Africa. 127½ miles

St Lucia Point. 127½ miles

According to the Azimuth No 418. 0° : 56' : 34

to 6 Dec. Sailed down the east coast of southern Africa with the weather stormy and unsettled.

Sun. 7 Dec. The wind South to S.W. Fresh topgallant sail breeze with cloudy sky. Took in 3 reefs on the sails. Pumped with one pump to Aft 12 inches;

²⁵⁹Brightest star in the sky.

Midships 9 inches. The sailor, J. Baljeu, was put in irons because of negligence. Had the Letter of Articles read. Held kit and weapon inspection. At the pump Aft 24 inches; Midships 18 inches.

At noon:-

Estimated general course and distance W.to S.¼ S. 24½ miles

Estimated South latitude 33° : 52'

Found South latitude. 34° : 34'

Estimated longitude $47^{\circ} : 18'$ at the Pik: at Greenwich $20^{\circ} : 58'$

The middle point of Natal W.N.W. 45 miles

The first point of Natal W.N.W 30½ miles

At 7 glasses 14': 28 according to No 418 azimuth. . . . 48° : 23' : 30½

0° : 36' : 42

 $47^{\circ}:47:48\frac{1}{2}$

The middle point of Natal in Africa W.N.W. 35½ miles

The first point of Natal: 32½ miles

According to the chart of J.W. Norie the middle point of Natal.32 miles

The first point of Natal S.W. $\frac{1}{2}$ W. 65 miles

Algoa Bay at Cape Recife. W.S.W. $\frac{1}{2}$ S. 58 miles

The difference was noted in the journal.

The compass was at 27° N/ West.

a.m. The wind was South and S to E. Topgallant sail breeze with cloudy sky. Took one reef out of the topsail. Pumped to Aft 16 inches; Midships 10 inches.

p.m. Wind and weather as before. Found depths of 113 fathoms with pebble ground.

Longitude. 46° : 56' : 10

According to the chart of Homburg, St Johns River was W . . . 6 miles

The first point of Natal S.W. to W 10 ¾ miles

According to the English chart of W. Heather,

St Johns river W.S.W . . . 11 miles

The middle point of Natal N.W. to W. 8½ miles

The first point of Natal W.S.W 22 miles

I took a dead reckoning according to J.W.Norie's chart²⁶⁰ and found by the afternoon that the middle point of Natal lay to the East.

By evening the wind was S.W. and S.S.E. Variable topgallant sail breeze with a depth of 200 fathoms and no ground. Pumped with one pump.

Mon. 8th Dec. The wind S.S.E and S.E to East. Light topgallant breeze with cloudy sky. At the pump Aft 11 inches; Midships 7 inches. The sailmakers were busy repairing the mainsail.

Tues. 9th Dec. The wind N.E. and E.N.E. Reefed mizzen sail breeze with clear sky.

²⁶⁰ Hofmeijer used all the charts he could for the dangerous journey down the south eastern coast of Africa.

The seas were very rough and the ship was pitching and rolling heavily.
Sighted land in the N.W. at sunrise. Pumped for eight hours with one pump to Aft 20 inches; Midships 10 inches.

The Azimuth reading found $28^{\circ} : 19' \text{ N/ West}$.

p.m. The wind N.E. and N.E. to East with reefed mizzen sail breeze.

High seas with following waves. Sailmakers busy repairing the mainsail.

No sign of land again.

Pumped Aft and Midships to 8 inches.

At noon

The estimated general course and distance S.W. to W. . . $47\frac{1}{2}$ miles

Estimated South latitude $34^{\circ} : 13'$

Found latitude $35^{\circ} : 3'$

Calculated course and distance. $55\frac{3}{4}$ miles

Estimated longitude $43^{\circ} 5'$ at the Pik and $26^{\circ} : 25'$ at Greenwich.

According to the False Cape (Riy Bank) and Cape Recife N.W.

Cape Agulhas $W\frac{1}{2}N$... $76\frac{1}{4}$ miles

Found longitude at $6\frac{1}{2}$ hours on the chronometer No 418 $43^{\circ} : 3' : 31\frac{1}{2}$

Altered. $10^{\circ} : 0' : 48$

$42^{\circ} : 2' : 43\frac{1}{2}$

Reefed all the sails to the third reef but the mainsail tore again along the leech.²⁶¹ Measured the depth at 160 fathoms with no ground.

Pumped to Aft 13 inches; Midships 5 inches.

Wed. 10 Dec

The wind W to S and S.W. to W. Topgallant sail breeze with clear sky. Measured 140 fathoms and no ground. At the pump Aft 16 inches; Midships 7 inches. Hoisted the repaired mainsail. Set all the sails possible. At the pump 28 inches; Midships 18 inches. No sign of [illegible]. The sailor, F Baljeu released from irons and J.C Haring put into irons because he neglected his duty to the victual master which resulted in an incorrect report on preserved provisions. Sailmakers busy with mainsail. Measured 68 fathoms and found coarse sand with small shells. At the pump Aft 18 inches; Midships 9 inches.

At noon:-

The general estimated course and distance W.N.W. $\frac{1}{2} \text{ N}$. . . 17 miles

Estimated South latitude $34^{\circ} : 35'$; Found South latitude . . . $34^{\circ} : 40'$

According to Cape Delgado (Plettenberg Bay) N.W $19\frac{1}{2}$ miles

According to No 418 the longitude was $42^{\circ} : 36'$

Altered $1^{\circ} : 12' : 24$

Longitude $41^{\circ} : 24' : 9$

In the chart of W. Heather

Cape Delgado N to E $13\frac{1}{2}$ miles

Cape Vaches W.N. $\frac{1}{2} \text{ N}$. $22\frac{3}{4}$ miles

Cape Agulhas $W\frac{1}{2} \text{ N}$. . . 142 miles

²⁶¹ See glossary.

In the chart of J.W.Norie
 Cape Delgado N to E . . . 13½miles
 Cape Vaches W½N 23 miles
 Cape Agulhas W½ S . . 142 miles

In the chart of J. Homburg India Pilot:
 Cape Delgado N to E. . . 13 miles
 Cape Vaches W ½ N23 miles
 Cape Agulhas W½S . . 142 miles

The compass read 27° N/ West. By noon measured 68 fathoms with coarse sand, black layers and small shells.

a.m. The wind West S.S.W. Topgallant sail breeze with hazy sky. The sailors, A van Oud and D. van Esseved, put into irons because of fighting and drunkenness. At the pump Aft 25 inches; Midships 18 inches. In the afternoon the wind was S.S.W. with cloudy sky. It was thought that land was seen and then there was uncertainty. Measured 75 fathoms of coarse sand with small shells.

At 6 hours found longitude according to No 418 at 40° :14'

After 4 azimuth soundings found 29° :34'

The steward's mate, J.G. van Dijk, was put into irons on account of drunkenness and supplying drink to some of the crew without permission. They in turn were also drunk.

At the pump Aft 18 inches; Midships 8 inches. Measured a depth of 75 fathoms in chalky sand.

Thurs. 11th Dec.

The wind and weather as before. Found a depth of 78 fathoms with coarse brown sand and shells. At the pump Aft 16 inches; Midships 6 inches.

The wind W. to S. and W.N.W. Topgallant sail breeze with cloudy sky. The stewards mate, J.G. van Dijk, was released from irons. The sailors A. Van Oud and D. Van Esseved were punished and released. At 6 glasses we turned South. At the pump 24 inches; Midships 16 inches. a.m. The wind W to N. and W to South. Variable topsail breeze with clear sky. At 8 glasses measured 30 fathoms with coarse sand and shells.

At noon:-

Estimated general course and distance W.S.W. ¾ W 9 miles

Estimated S. Latitude. 34°:51'

Found S. Latitude 34°:47'

Estimated longitude....47°:7' at the Pik; 24° 21' at Greenwich

Accordingly at

Cape VachesW½N. 32½miles

Cape Agulhas W w/s 51½miles

At 7½ hours according to the chart of J.W.Norie:-

Cape Vaches W.N.W 14miles

Cape Agulhas W¼S 35miles

At 7½ hours according to No 418 the longitude was 40°:0' 39

Fri. 12th Dec.

The wind West, W.S.W. Variable topgallant sail breeze with reefed sails. Cloudy sky with lightning and high seas causing the ship to labour heavily. Took down the middle jib. Pumped from Aft 22 inches; Midships 18 inches. Using two pumps from Aft 15 inches; Midships 8 inches.

The wind became stronger with thunderstorms. Reefed the mainsail at 6 o'clock in the morning. At the pump Aft 20 inches; Midships 12 inches.

At 9 o'clock we veered around to the North and the main topsail mast broke. Took down the foretopmast sail and reset the sails. At the pump Aft 23 inches; Midships 13 inches.

At noon

Estimated general course and distance S.S.E 7¼miles

Found South latitude 35° 16'

Estimated longitude at the Pik. 41° :14'

Estimated longitude at Greenwich 24° :34'

Accordingly Cape Vaches W.N.W. ½W 36½miles

Cape Agulhas W ¼ N 53¼miles

At 7.40 hrs according to No 418 we found 40° : 15' :29

0° : 1' :24

According to the map of J.W. Norie: Cape Vaches N.N.W 24 ¾miles

Cape Agulhas W ⅝N 43 miles

The nearest land is South between Plettenberg and Mosselbaaij 17 miles

According to the map of J. Homburg:

Cape Vaches W.N.W. ½W. 22½ miles

Cape Agulhas 41¼miles

From the nearest land 17½miles

The compasses showed 27° N/Westerly

The wind W.S.W. Variable with reefed topgallant sail breeze and hazy sky. The ship was rolling and pitching heavily. Lowered the staysail. Ran into a very heavy squall and put up the stormsail. Had to pump continuously Aft 20 inches; Midships 11 inches.

a.m The wind W. to S. and W.S.W. Variable topgallant sail breeze with reefed sails and heavy seas. The ship pitched and rolled under the mizzen sail and in one hour another storm arose requiring the raising of the stormsails. There was no end to the pumping and the water measured 20 inches Aft and 11 inches Midships.

The wind was still strong coming from a W.S.W direction. The storm sails were left in place and the high seas caused the ship some difficulty. The topgallant masts were lowered and the gallant yard was

taken down. Endeavoured to replace some of the lee rigging. Prepared a new mainsail. Measured 90 fathoms with no ground. Pumped continuously Aft 26 inches; Midships 12 inches.

Evening watch. The wind W.S.W. Stormy weather with very high seas. The top of the mainmast broke but made some repairs. Measured 90 fathoms with no ground. Pumped continuously through the watch with Aft 21 inches; Midships 12 inches.

Sat. 13th Dec.

The wind W. to S. and west with a great increase in speed. The waves were very high and the ship was rolling and pitching heavily. Measured 75 fathoms with coarse sand. Pumped continuously throughout the watch with the two bilge pumps and later also used the fore beam pump. Aft 18 inches; Midships 7½ inches.

The wind continued to blow from the west and the high seas became worse. Sighted land in the N.W. about 7-8 miles away which seemed to be the Buffelsberg. Navigated S.E. Meanwhile huge waves were washing over the vessel. The lee seams were bursting open and one of the knee joints broke. Pumped continuously with two pumps Aft 26 inches; Midships 18 inches.

Later in the day the wind was from the West. There were heavy storm clouds. Lowered the other sails. At 11 o'clock a huge wave broke over the ship, the foremast broke and while it was being repaired it fell overboard taking the mizzen yard, the topgallant mast and the foreyard with it. We had to cut the safety net below the bowsprit. As the ship was rolling so heavily it was not possible to save these as we wished to retain the foremast. Pumped with all six pumps but the water remained at 20 inches.

At noon:-

The estimated course and distance was E.N.E. ¾ mile
 The estimated S. Latitude 35° :3'; No found S. latitude.
 The estimated longitude at the Pik. 42°:14'
 The estimated longitude at Greenwich 35° 34'
 According to the chronometer No 418 at 7 hours
 Found longitude. 40° : 22':20½

Cape Vaches in the chart of J.W. Norie W.N.W 25 miles
 Cape Delgado in the chart of J.W. Norie N½W 14½ miles
 The Hook of Francis Bay E.N.E. ½ N. 29 miles
 According to the chart of J.Homburg Cape Delgado N½ W. 15 miles
 The Hook of Francis Bay.N.E. to E
 The compass read at 27° N/ Westerly.

The wind continued from the west with heavy rain and high seas and at 12 noon a crack developed in the main mast and a quarter of an hour

later the mast fell overboard having broken into four pieces - the first level with the deck, the second four feet above the half deck, the third 18 to 20 feet higher and the fourth hanging and cracked at the top of the mast. The crosstree also went overboard. The sailors endeavoured to get rid of the safety net as quickly as possible to prevent the mast from knocking against the side of the ship and causing further damage to the hull.

The water level at the pumps was rising rapidly despite the efforts to pump it out. It rose Aft from 60 to 67 inches and fore from 49 to 57 inches. The men started bailing manually in an effort to stop the inflow. The coffee in the hold started to come apart and clogged some of the pumps.

The officers joined the men in bailing the ship.

Sun. 14th Dec.

The wind and storm continued. Despite using all the pumps there was 6 feet of water in the ship. There was still coffee in the pumps. The lee seams were opening up, the kneebraces were cracking, the timber beams shattered as did the timber belting, the upper hull timbers and the yardarm. In the morning we discovered that the ship was sagging on the edge of the fore-castle and also the poop where the structure was found to be broken.

The wind continued until noon when it decreased and changed to a light breeze, which was fortunate as a total loss would have been unavoidable if the bad weather conditions had persisted. A six foot long leak was discovered on the starboard side, below the fore-mast and it was plugged with lead nails as best we could with the rough seas. Nevertheless the pumps were becoming less and less efficient due to the blockage by the coffee.

The wind continued from the West. By 11 o'clock the water was at 6½ feet. I held a Council meeting with the officers and mates where it was decided that there was no chance, owing to the increasing water levels, of ever reaching the Cape of Good Hope. In addition the meeting was held with the view to throwing the coffee which was stored in the front powder room overboard as much of it was already spoiled.

At noon

The estimated general course and distance E.N.E. 2/8 E. 12 miles
Estimated S. Latitude 34°:50'; Found S Latitude 34°:36'
Found course and distance E.N.E. ½ N 13¾ miles
Estimated longitude 43°:14½' at the Pik; at Greenwich. 26°: 34'
Yesterday afternoon the estimated longitude according to No 418..

.....	40°:41':26
	1°: 0': 0
	<hr/>
	41°:41':26

According to the chart of J.W. Norie (1814):

The Hook of Francis Bay E.N.E. 14½ miles

The Hook of Cape Delgoa (Algoa Bay) W.N.W. w/N. 17 miles

According to the chart of J. Homburg (1806) Indian Pilot;

The Hook of Francis Bay N.W./W. 7½miles

Cape Delgoa W.N.W.½ N 16¼ miles

The compass read 27° N/Westerly

The wind as before. Continued with the pumping and bailing. Caught sight of land at sunset.

According to No 418 found the longitude at 42° : 7' : 29 at the Pik and 25°:27:29 at Greenwich.

Mon. 15 th Dec.

The wind W.S.W. The water rose to 7 feet. The whole night men had pumped and bailed with no results. The offloading of coffee had had the desired effect for a short while but with the continual heavy swell the unmanageable ship was in dire straits and unless the weather abated it would be impossible to keep her afloat.

We realised that it was necessary to reach a port as soon as possible because if the wind and weather changed again both the ship and crew would be lost. A Council of War was held and it was decided that although every human effort and the required seamanship had been followed in an effort to sail the vessel and the crew to its port of destination, being Table or False Bay, the emergency had become so acute that to save ship and cargo the first possible bay along this part of the African coast would be entered.

At noon:-

The general estimated course and distance N to W 7½miles

Estimated S Latitude 34° : 1'

Found S Latitude. 34° : 11'

Estimated longitude 43° : 7'

At 6 ½ hours according to No 418 the found longitude was 42° : 1' : 28

Altered ... 5' : 6

41° : 56' 22

In the chart of Homburg of 1806 Indian Pilot;

Cape Recife on the western corner of Algoa Bay N.W 8miles

I steered close inshore putting up as much sail as possible with the remaining timber and sails and reached Algoa Bay at a quarter to four S½W in depths of 25 to 19 fathoms, with black sand and mud. Despite the continuous pumping there was no reduction in the water levels.

With the wind and weather as before, I navigated N.W. and N. and measured depths of 19 to 10 fathoms with black sand mud and shells.

At 5 o'clock sighted St Croix Island N.E. to E. The corner of the Zwartkops River in the west and the Blockhouse²⁶² in the S.S.W.

²⁶²The blockhouse was under the command of Captain Francis Evatt.

The map from Barrow's travels²⁶³ was of great help in selecting the beach on which I wanted to ground the ship.

During the night things became even more difficult and despite the pumping and bailing the crew could not cope with the inflow of water. The water rose to 8½ feet and by 7 o'clock it was decided and endorsed by the Council of War and Officers and mates that there was no other course left but to ground the ship otherwise, the whole crew would be at risk. I organised a provision of bread, meat, bacon and drink to be rescued from the longroom and to be taken to the upper deck. I also decided to send a message immediately to His Excellency the Governor of the Cape²⁶⁴ asking for help and for two ships to be made available to convey the ship's crew to Table Bay.

By midnight there was a topgallant sail breeze with a cloudy sky. I sent the small sloop to shore to see where there were the fewest waves. Once this had been established I placed a small spring on a mooring rope, cut the rope and headed for the beach. The ship grounded in three fathoms of water between the Zwartkops and Kuga Rivers.²⁶⁵ I used every means to transfer the crew to the beach using the sloop and floats as the first had to be discarded because of their poor repair. I had the satisfaction to observe that the exercise went smoothly with only three people being lost namely sailors P van Metering, Jacob Mulder and Joseph Gough, who were washed off the floats. When the ship was abandoned at half past twelve the water was already 5 feet over the gangway. However, no-one panicked.

Wed 17th Dec. The wind changed to the S.E. and the breakers were so rough that it was not possible to send any of the surfboats to the wreck. The bodies of the three deceased sailors, P van Metering, Joseph Gough and Jacob Mulder were washed up on the shore and buried on the beach. In the early afternoon General Jacob Cuyler, the Landdrost of the District of Uitenhage and some of the local inhabitants arrived to offer help in the way of bread, meat and water. They were very kind.

ON THE BEACH AT ALGOA BAY

Thurs. 18th Dec. The wind was mostly S.W. with pleasant weather. Managed to get one sloop to the wreck to fetch bread, bacon and meat. Two wagons under the control of 1st Lieutenant Lutkens and Midshipman F Huaat were

²⁶³Sir John Barrow, traveller, explorer and accepted authority on the Cape after his journeys in 1797.

²⁶⁴Lord Charles Somerset.

²⁶⁵Usually spelt 'Coega'.

sent by Captain Francis Evatt who was in command of the English troops at the fort to convey some crew and supplies back to the blockhouse.

- Fri. 19th Dec The wind was from the South East, clear weather. The waves were still high and some supplies were recovered from the ship although the bread and rice were wet. The ship tipped to the port side towards the sea. Nine sick men were sent to the Blockhouse.
- Sat. 20th Dec The wind N.W. and west, fresh topsail breeze, clear. In the night the ship broke into two pieces and the foremast fell overboard and in the morning the mizzen mast also went overboard. During the day 16 whole barrels of arrack and 4 half barrels washed ashore together with broken bits of the ship. Some sections and cargo washed out to sea. The left [illegible] of the sailor, Jan Schouten, was found on land together with pieces of wood. After a Council meeting it was decided to hold a public auction of the flotsam and jetsam in order to recover some of the costs. It was also decided to break camp after some deliberation with the Landdrost and for the troops to take the chance of staying at the Blockhouse as it became difficult to bring water per ox wagon to the beach.
- Sun. 21st Dec The wind was N.W. Strong with clear, soaking rain. The ship was almost completely underwater. Collected items that washed up on the beach. Also found meat and bacon in barrels that had not yet spoilt. Wagons were sent to the mouth of the Kuga river as a number of barrels of arrack had washed up there. I sent a letter to His Excellency the Governor informing him of the plight of the *Amsterdam*. After a discussion with the Landdrost about the sale of goods and the wreck it was agreed to withhold the auction until 14 January, 1818 so that His Excellency the Governor General of the Cape would have had time to receive the letter to be sent on the 22 December.
- Mon. 22nd Dec The wind from the south east with occasional rain showers. The wreck was lying on its side. Sent wagons to collect arrack.
- Tues. 23rd Dec The wind S.W. and W.S.W. with cloudy sky. The ship broke into three pieces in the night. Gathered everything that washed up on the beach.
- Wed 24th Dec The wind was westerly and the weather as before. In the night two sections of the starboard side of the ship came ashore and by midday the bowsprit, the foremast and part of the bow washed up as well as some copper sheathing. The stern on the port side was submerged. I made arrangements with the Landdrost at the drostdy at Uitenhage to break camp on the beach and transfer the crew and provisions to the

Blockhouse at Algoa Bay. They would march to the Bay on Friday 26th and have their baggage transported there on wagons.

- Thurs 25th Dec The wind was from the west and variable with rain. Took off as much copper and ropes from the parts of the wreck that could be reached. Sent six men on the wagon to the hospital at the Blockhouse.
- Fri 26th Dec Wind and weather as before. Issued a general order that 22 men would march to the Blockhouse with their baggage.
- Sat 27th Dec The wind W.S.W. The rest of the sailors marched with their baggage and provisions from the mouth of the Zwartkops river to the Blockhouse and they took several hours to reach their destination. Lieutenant Vorterij, Lieutenant Sohngen, two midshipman, two lower ranked officers and 17 men were left behind on the beach to guard the remains of the ship and cargo. The crew and officers were lodged in the barracks.
- Sun 28th Dec to
Wed 31st Dec The wind was westerly daily with fine weather. Every day parts of the ship that washed up were collected as was lead from the railings and copper from the bow and the starboard side of the galley, together with the cooking kettle.

ON THE BEACH AT ALGOA BAY

1818

January

- Thurs 1 Jan 1818 Nothing to report.
- Sat 3 Jan 1818 Received news from Lieutenant Tichelman that H.M. brig *Dispaths*, Capt. Walker, had arrived in the Bay to render assistance.
- Sun 4 Jan 1818 Went to the Blockhouse at the Bay where Captain Walker was told that the frigate *Euredijce*, Captain Walkott, was also offering assistance as was the English ship *Iris*, Captain Herbert.
- Mon 5 Jan 1818 Captain Walkott informed the 1st Lieutenant Tichelman that he could take 144 men on board the frigate *Euredijce*. The embarkation was arranged under orders from His Excellency the Governor General at the Cape and it was arranged that an explanatory letter be sent to His Excellency. Lieut. A. Klein aboard the Brig *Dispaths* was assigned 21

men and under orders from Lieut. Tichelman the frigate and the brig went to sea.

- Tues 6 Jan 1818 The steward G.Gaukesbrink and 3 sailors were sent on board the English ship *Iris*, Captain Herbert, to travel to the Cape joining the 1st Lieut. Tichelman.
- Wed 7 Jan 1818 An answer was received from His Excellency the Governor-General whereby he promised all his help. The news from Lieut. Vorterij was the sailors C 't Hoen and C. Meijer in addition to the paymaster J.Wissens had arrived in camp with provisions in the sloop. Captain Long of the Government schooner, informed me that he was willing to render assistance.
- Thurs 8 Jan 1818 I requested the schooner to stay until after the auction so that the rest of the crew would be able to go with them when the time came.
- Fri 9 Jan 1818 I went to the beach to begin the necessary division and numbering of goods. In the evening I received the message from Captain Long that the Government schooner would stay over at my disposal although they did not have enough victuals and water. Permission was granted for the Surgeon General, Major D. Muller, 1st Lieut. J. Meertuis and the sailor H. Wegeman to go overland to the Cape and to join the corvette at the Cape after speaking to 1st officer Tichelman.
- Sat 10 Jan 1818 An appeal was made to Captain Long with regard to the victuals and water and he suggested that a request be made to the victual master for more bread, mutton and a wagon load of firewood. They should also ask Lieut. [illegible] to send 5 empty bacon or meat barrels from the beach with the wagons to the Bay back to Captain Long and the landdrost.
- Sun 11 Jan 1818 The message from His Excellency the Governor of the Cape arrived agreeing to the auction on the beach but stating that 15% of the sale would have to be paid to the state and 144[illegible] would need to be paid to the Landdrost for the 3 wagons that transported the baggage to the Bay.
- Mon 12 Jan 1818 Went to the Blockhouse to read the answer from the Governor.
- Tues 13 Jan 1818 Went to the beach to the wreck to prepare everything for the auction.
- Wed 14 Jan 1818 The public auction was held on the beach of the arrack and pieces of

wreck from the *Amsterdam* according to the victual register.²⁶⁶ The necessary costs were paid to the Cape government.

- Thurs 15 Jan 1818 The wreck that remained on the beach was left in charge of 44 men who stayed behind. The rest marched to the Blockhouse with necessary wagons.
- Fri 16 Jan 1818 Set out for the Drostdy at Uitenhage with Landdrost Cuyler to make arrangements for the payment of provisions and the wagon transportation. It seemed as though not all the accounts could be paid even though rixdollars - plus 2½ percent- were accepted at the Cape.
- Sat 17 Jan 1818 Went back to the Blockhouse. The weather became stormy in the evening.
The surgeon Major J. Oliederen, the Midshipman 1st Class J. Steffens, 2 petty officers and 15 men embarked on the Government schooner *Isabella*, Captain Long, but it was too small to convey all the men. Took on 400 [illegible] bread on board and also a load of firewood. The merchant, F. Korsten who lived at Cradock Place bid for the account to supply provisions to the Cape without wanting any percentage. This offer was accepted and the Landdrost Cuyler was informed. The request was made that the account for the wagon load should be forwarded by Mr Korsten to be paid by the supplier for the provisions at a cost of 1103.0 Cape rixdollars.
- Sun 18 Jan 1818 The wind was from the S.E. I boarded the English Government schooner *Isabella*, Captain W. Long, with the 1st Scribe M. Langenberg. We set a course for the Cape of Good Hope after the necessary orders had been given to Lieut. Vorterij to stay with 24 men at the Blockhouse. They were to keep good relations with the supplier until the Government schooner returned to sail again to the Cape.
- Mon 19 Jan 1818 The wind was westerly but light. Came into sight of Plettenberg Bay.
- Tues 20 Jan 1818 The wind S.E. Southerly and light.
- Wed 21 Jan 1818 The wind West South West. West topgallant sail breeze with high seas.
Saw Cape St Blaize and Cape Vaches in the area of Fish Bay.
- Thurs 22 Jan 1818 Quiet with a westerly breeze in the afternoon. Later a fresh south easterly got up.

²⁶⁶See advertisement for auction in the main text.

- Fri 23 Jan 1818 The wind S.E. Fresh topgallant sail breeze. Passed Cape Agulhas and in the afternoon at 5 o'clock, Cape Point. Passed Hout Bay.
- Sat 24 Jan 1818 The wind light westerly. Arrived in Table Bay. Presented myself to the government. Was unable to be granted an audience before the 26th as His Excellency was not available.
- Sun 25 Jan 1818 I went to the Colonial Secretary, Colonel Bird and was informed that Lieutenant Tichelman with his crew had arrived on the 12th in Simons Bay and were already in barracks there.
- Mon 26 Jan 1818 I met with His Excellency the Governor and arranged that the Minister of Marine would be informed that the crew had arrived on the Government schooner. Also I informed him that the troops stationed at Simons Bay would be transferred to new barracks. Further that G. Schuman would be fetched from Algoa bay. I requested five wagons to transport the baggage from Simons Bay. It appeared that there were no ships from His Majesty's Navy to convey the crew back to Holland but it was suggested that the English ship *Iris*, Captain Herbert, who was going to London and then to Europe would be prepared to take them. The men disembarked from the schooner.
- Tues 27 Jan 1818 I gave my report to His Excellency the Minister of marine on the auction of the wreck and other events to date. I sent in duplicate my despatches under the auspices of Mr W. Meij, the Consul General to London. Orders were sent to Lieut. Vorterij in Algoa Bay that he should engage the schooner *Isabella* and come here. Received the report that sailor, F. van Meij died in hospital on the 16th.
- Wed 28 Jan 1818 The crew left Simons Bay and arrived at the Cape.
- Thurs 29 Jan 1818 The English Captain Nelson was in charge of the provisions ship *Barter* which was proceeding for the Dutch account to Rotterdam. He was assigned 4 men as free passengers.
- Fri 30 Jan 1818 Permission was given to junior sailor, Hendrik Fusen, sailor 1st class, W Keef 75 guilders, Matroos 2nd class, 291 guilders, and H Eckert, 203 guilders and sailor 3rd class, Delvalle, to leave on the ship, *Barter*, with Captain Nelson for Rotterdam with the necessary orders from His Excellency the Minister of Marine.
- Sat 31 Jan 1818 Nothing to report.

February

- Sun 1Feb 1818 Lieut. 1st Class J H Hofmeijer, 1st Mate, Captain J Meerburg, J.W.Klazen, Surgeon, Dr D. Muller, Midshipman 2nd Class, H Gien de Hout and the ship's boy, J.K. Wegenaar all had permission to go overland from Algoa Bay, at their own expense, to the Cape of Good Hope.
- Mon 2nd Feb Nothing to report.
- Tues 3rd Feb The schooner *Isabella*, Capt Long, departed for Algoa Bay to collect the crew that had been left behind.
- Wed 4th Feb Received a written request from Capt W J de Weert, sailing on the Dutch Merchantman *Industrie*, whose destination was Amsterdam, to convey four people from the crew to help with transport. I have given reasons why I gave permission to give 27 guilders to A Wessels, 72 guilders to A Jacobs and 19 guilders to V Van Tooren.
- Thurs 5th Feb I notified His Excellency the Minister of Marine of my leave of absence. I put an advertisement in the Cape newspaper on 1 February to invite ship owners to notify notary, R Beck, of their willingness to transport the crew from Algoa Bay to Table Bay. I stipulated some of the main principles to General Notary Beck, of 10 [illegible] Street.
- 6-9th Feb Nothing to report.
- Mon 9th Feb Gave permission in writing to the surgeon, Vliedam, and sailor 3rd Class, J Bergens, to go to Holland without costs to the government aboard the private vessel, *Industrie*, and to notify the Minister of Maritime Marine on arrival of the circumstances surrounding the grounding of the *Amsterdam*.
- Tues 10th Feb I gave an order to the gentlemen officers to give up their privileged position at table as I thought that with the loss of provisions the costs would not be covered by the government. In addition the government would not give consent to the sub-letting of a ship so I authorised the captain to put to his Minister of Marine that he debit our pay from October to December.
- Wed 11th Feb Nothing happened.
- Sun 15th Feb Quotes were submitted to the offices of R Beck and I found one from Capt G Herbert of the *Iris*, one from Captain Hollett of the *Duke of Marlborough*, one from Captain S [illegible] of the English Brig, *Queen Elizabeth*. I accepted the price of the *Iris* and requested to see the

ship, Captain Herbert and the extras from the notary, R Beck.

- Mon 16th Feb The Cape of Good Hope.
I went on board the *Duke of Marlborough* with Lieutenant Tichelman and found that this ship would not be suitable. She already had half a cargo of grapes and various private passengers on board and as a result the quarters were not enough for storing water and provisions. Inside the *Queen Elizabeth* the quarters were too small and in addition it was a very old brig. The *Iris* was totally empty and I came to the conclusion that it was capable of taking the crew as well as the victuals.
- Tues 17 Feb Gave permission to Captain H A de Wet, sailing on Dutch merchant ship, *Industrie*, for a 3rd class sailor to go across under certain conditions with a variety of soldiers to the *Iris*, to assist with the rigging of the ship. I also ordered the crew to buy the necessary victuals and ordered them to salt the meat for the voyage.
- Wed 18 Feb I notified Lieut. Tichelman to inspect the quality and quantity of provisions before they were shipped onto the vessel and Lieut. Klein to inspect the salted meat and indeed to inspect the master of the victuals. The provisions ordered for three months for 200 men were a portion of salt meat per day, ships biscuits, 1/12 bottle vinegar salt, 1/12 bottle of brandy and white or green peas per person.

AT THE CAPE OF GOOD HOPE.

The doctor, Muller, notified me of the necessity of acquiring the correct medicines for the return trip and also for treating the crew who were sick. I gave him permission to look out for the most reasonable as all the medicines on the ship were lost when the ship grounded. I gave the doctor a certificate because he was not able to administer his profession with the loss of medical supplies. I received a bill from the person in charge of the barracks in Simonstown for 22 x 250 (rixdollars) as a note had been posted that certain damage had been caused by our crew. Tichelman wanted to see this notification.

- Thurs 19 Feb I signed a contract made before the notary, R. Beck, which was a transaction with Capt. Herbert for the hiring of the *Iris* to take crew to Holland. I received a report from Tichelman that the damage that happened in Simonstown was caused by negligence of the sergeants of the barracks and the crew was upset because they were denied tobacco and small luxuries.²⁶⁷

²⁶⁷ It was alleged that the officers in charge failed to keep their men from drinking.

- Sat 21st Feb I sent my report to the Minister of Marine by means of Dutch ship *Industrie*. He was informed to give my orders to the scribe to pay the the officers and all the bills. Because of the loss the crew suffered when the ship was grounded on 16 December 1817 and also owing to theft, I did not hesitate to buy 100 pairs of shoes and 98 shirts for those of the men who did not have anything. They were given permission to get themselves small items and to pay for them on account. Other documentation was sent to His Excellency for hiring the ship for the return trip for the crew. The necessity for the changes that had to be made in connection with expenses for rations, was explained. My instructions for the men to depart next month and the request for medicines for the doctor, J Muller, were also included. The sale of the wreckage from the *Amsterdam* as well as the flotsam and jetsam gave the government in this colony an income of 17,401 Cape Rixdollars. On the other hand the government had incurred costs in Algoa Bay. It was decided that all costs would be paid. Gave report to the Governor General.
- Mon 23rd Feb
contd. I politely wrote a letter to the commissioner of the barracks as it was found that the loss and damage there was not caused by my crew and we would therefore not pay. Medicine for Mr Pallens and Poeleman was authorized by the Surgeon Major D Muller. I asked him to put in the request for medicine and send the account to me.
- Tues 24th Feb At the parade, there was a presentation to the most promising of the crew. A certificate was presented to sailor Becks and he was given 127/6 rixdollars. The Minister of Marine authorised 23 guilders for two months to Mr Pfeil as he had been ill. I ordered Tichelman to pay 25 of the crew their dues. The money was given to them. Later I received a letter from Landdrost J. Brand of Simonstown about Mrs Femmetje Blank. I notified the Governor General and asked for the above mentioned resident to have the costs of the hospital paid.
- Wed 25 Feb I received a letter from the commissioner in Simonstown that 5 of my crew had recovered and should be collected. I ordered a cart for them. The Landdrost J Brand in Simonstown enquired whether he could send the hospital account for Femmetjie Blank to me.
- Fri 27th Feb I bought 103 pair shoes and 73 shirts for the crew and was given the account for these orders by J. Van Buren.
- Sat 28th Feb Five crew members arrived back in the barracks.
- Sun 1st March I made an account for the crew and subtracted the money for those that had departed.

Mon 2nd March

The schooner *Isabella* with Lt Vorterij arrived with the crew who had been left behind in Algoa Bay. They disembarked and stayed in the barracks. Lt Vorterij gave me a certificate that he had left the sailor 3rd Class W.A. Fitting, who could not be transported because of sickness, and the builder, J. Keulder, behind in Algoa Bay. The Surgeon Major, D. Muller was ordered to give money and further costs for the funeral of the widow Femmetjie Blank to the Landdrost J. Brand and also to send her belongings to her family in Europe. At the farewell of His Excellency Lieutenant General Hattingh, I notified him of the death of the Hussar, Schmidt on the 27 November on board the *Amsterdam* and also that the widow, Mrs Femmetjie Blank, had died on 24 February.²⁶⁸

End of Journal

²⁶⁸In hospital at the Cape.

APPENDIX A

The direct translation from Dutch into English of the report sent by Captain Hofmeijer to the Governor immediately after the grounding of the *Amsterdam*, makes it clear that no other course was open to him but to run the ship ashore. His letter of 21 December 1817¹ is as follows:-

On the Beach in Algoa Bay
21 December 1817

N 27²

It is my very unpleasant duty having to inform Your Excellency of the unfortunate fate which befell HNS *Amsterdam*; having been in such a pernicious and dangerous situation, that no other way was left but to beach the vessel in this Bay in order to save the crew.

On 12 October 1817 we left Soorabaja heading for Batavia to load some more parcels of cargo for the Government, thereafter departing from the latter port on 20 October 1817 and having left the Island of Java on 4 November 1817, to undertake the voyage to the Netherlands.

The cargo to be shipped for the account of the Government consisted of 134 lasts of coffee, 120 Lasts of rice, as well as 163 quarters of arrack, 7 cases of 'Naturaline'³ and some exotic birds for HRH The Crown Prince of the Netherlands.

¹ Exn 18 March 1818 N 27. Document found in the Rijksarchief, The Hague, Netherlands.

² Signifies the notif number.

³ Objects of nature.

Until 11 December 1817 everything went smoothly, and on the 8th we sighted the first land of Africa, without reconnoitering it. However that same day the wind was westerly and varied in that quarter to WSW, W by S and SW by W, at first with a weak but gradually freshening to a strong breeze, with squalls of wind and rain and a very high sea whereby the vessel toiled, observing in the afternoon Buffelsberg near Plettenberg Bay in the NE by E.

The next day the wind still blew from the same quarter; all the time increasing, and forcing the sea higher and higher. In the meantime I had taken all the precautions required under the prevailing weather conditions by lowering the topgallant masts, taking down the gallant yard and by applying further precautionary measures.

On Saturday 13 December 1817 the wind had increased to such an extent from the West, that it had developed into a violent storm, for which we hoisted to at 8 am, heading between S and SSE.

In the early morning at 1.30 am we were able to sight the Buffelsberg in the NW by N, at a distance of approximately 8 miles, hauled off SE off the coast, to ensure that we would not be driven onto the shore should the wind change to between W and SW. The sea was extremely high, the ship was rolling heavily and we discovered that the knee-braces had come loose in various places, causing the seams to open up and thereby increasing appreciably the water level at the pumps.

In the forenoon at 11 am the foretopmast broke and while it was being repaired, it fell overboard taking with it the mizzen yard, the top gallant mast and the fore-yard, cut the safety net below the bowsprit, as a result of which it was not possible to save them on account of the rolling of the ship and because we wanted to retain the fore-mast.

At 12 noon a crack developed in the main mast and a quarter of an hour later the mast fell overboard, having broken in four pieces; taking with it the cross-mast. Tried everything possible to get rid of the safety net quickly, to prevent any knocking against the ship with the resulting consequences.

In the meantime the water level at the pumps was rising all the time, and this continued throughout the evening, notwithstanding the fact that six pumps had been used, the level had risen from 49 to 57 inches fore and 60 to 67 inches aft, making it even more difficult as the pumps failed time and again and to make up for it water had to be bailed out with every available container.

Nothing could be done to the rigging under the prevailing conditions; in the evening we recovered the triangular sail with much effort, it had been repaired in the meantime, having been torn on account of the bursting of the corner eye of the sail and the mainstay-sail, which had been undone just before the main mast fell down.

The night which followed this fateful day was even more awesome; the storm continued and the sea unbelievably rough, the ship now without sail, rolled heavily and the seams were opening everywhere, the kneebraces were cracking, the timber beams shattered, the same applied to the timber belting, the upper hull timbers and the yardarm and it was because of this that we discovered on the morning of 14 December that the ship was sagging on the edge of the fore-castle, and the same was found at the poop, where it was found to have broken across.

During the 14th the wind continued until the forenoon, when it decreased in strength at times and then changed to a gentle breeze, which was our good fortune; total loss would have been unavoidable if the same weather had continued. We discovered a leak on the starboard side, below the fore-mast and plugged it the best way we could with the high seas running,

notwithstanding this the ship was making much water due to the pumps getting blocked, we did gain a bit, although not much in volume, the failure of the pumps was mainly due to the coffee causing blockages and the clearing thereof reduced the efficiency of the operation, and this prompted me to ascertain what the opinions of the Officers and the Mates were, with a view to throwing the coffee, which was stored in the forward powder room, overboard as much of it was already spoiled.

Such took place on 15 December 1817, and had indeed the desired effect for a short time; but with the continual swell the now unmanageable ship was given a battering, so much so that unless the weather abated it would not be possible to keep her afloat much longer.

Being aware that a port must be reached, although the chances of making for a port at this stage were rather slender, it was realised that there was no alternative; the weather and wind could change for the worst and the crew and ship be lost; it was decided to convene a Council of War, the outcome of which was that it was generally accepted that although every human effort and required seamanship had been applied to bring the ship and crew to the port of destination, being Table or False Bay, as projected, the emergency had become so acute, in order to save ship and cargo, the first possible bay, irrespective which, be entered.

I then steered close inshore, having put up as much sail as we could raise with the remaining round timber and sails that could be of any use, and reached the Bay of Algoa in the afternoon between 5 and 6pm, and anchored in 10 fathoms, the sea bottom being fine sand.

The wind during the past 24 hours was mainly WSW with a gentle breeze, however no sooner had we entered the Bay when it strengthened, with an incoming tide, although there was no exceptional movement, it was at this

stage in particular with the pumps working flat out and bailing manually, that we only just managed, behind the anchor, to keep things going.

During the night things became even more precarious, the crew completely exhausted after working without a break, did everything possible to save the ship, however in spite of that the pumps and those bailing could not cope with the inflow of water.

There was no other course left but to beach the ship how ill fated such a decision may be, at this moment in time there was no alternative, and this was accepted and endorsed at the Council of War by the Officers and Mates.

Having placed a spring on the mooring rope, and having made the necessary preparations for the fulfillment of this manouvre, the rope was cut and it beached in a depth of three fathoms between the Zwartkops and Kuga River.

I employed every means to transfer the crew to the beach, using lifeboats and floats, the first mentioned were soon discarded because of their poor state of repair, and I had the satisfaction to observe that everything went with the utmost acquiescence and calmness and this contributed to the loss of life being only three persons, who were washed off the floats in the surfzone and could not be saved.

Before proceeding with this report, I must mention at this stage that from the Officer down to the lowest rank aboard, since the beginning of the storm until the moment of coming ashore, all have contributed unselfishly to the saving of the ship, and made every effort to save where possible.

Under such fateful circumstances, it is really somewhat of a consolation to be able to submit this Average Report, being the damage to the ship and its cargo, as it is also of the greatest importance.

When the ship was abandoned, being during the night of 16 December 1817 at half past twelve in the early morning, the water level was five feet above the gangway, the next day 17 December the wind had changed to SE and the breakers were so rough that it was not feasible to send any of the surfboats to the wreck, we then pitched camp for the night, and made some domestic arrangements for the overnight stay, the good order and supervision of the crew.

The site where the ship has been beached, is three weeks by overland route from Cape Town, six hours from the nearest blockhouse, which is occupied by a small detachment only, and eight hours from the village of Uitenhage - and in spite of the kindness of the Landdrost of this District, the humane help which is emanating from all directions, the crew are still suffering from the fatigue they were exposed to, on a burning beach sand, away from fresh water and refreshments.

On the 18th and 19th the wind being more favourable, we brought to the shore whatever could be saved, among other things some food supply for the crew, these supplies having been hauled on deck for as long a time as allowed, before the ship was beached.

During the night between the 19th and 20th the ship became a total wreck, heeling over to portside, the hull having broken in two places, near the foremast and in way of the ship's ladder.

This brought ashore successively some goods, of which the most important was arrack, I had all these delivered in good care and under control to obviate pilferage and disorder.

The long distance to Cape Town and the associated cost of transport has

brought me to the conclusion, after having obtained all the necessary information, to sell what is left by public auction on the beach, such as the cargo, the remainder of the wreck, having received in the first instance the approval of H.E. The Governor in Cape Town and His Excellency being in a position to consider this favourably in the Districts, in an effort to augment the value.

I shall have the honour Your Excellency to submit a more up-to-date report, at the end of what is to be done still and ultimately submit a general report of the voyage and the so unfortunate consequences, and request Your Excellency to be sympathetic towards me, trusting that this is not too long-winded, in view of our situation.

All my actions here, I have arranged with the landdrost of this District, whereas I have informed the Hon. His Excellency The Governor in Cape Town of my arrival, and the deplorable situation in which we find ourselves, with the request to send vessels to fetch the crew here, and I am awaiting His Excellency's reply.

I have the honour to include a statement of the strength of the crew, as it is at present; I do not have to inform Your Your Excellency how painful a task it is for me having to prepare such a report, however as everything has been done that could possibly be done, to save the ship, and such was absolutely impossible; it gives me even in this so unenviable position some satisfaction to have been able to save most of the crew.

The Captain
H. Hofmeijer

APPENDIX B

AN ESTIMATE OF THE WEIGHT OF AN EIGHTY GUN SHIP,
AS FITTED FOR SEA, WITH SIX MONTHS PROVISIONS.*

Weight of the Hull

	No. of ft.	No. of lbs.	Tons	Lbs.
Oak timbers at 66 lb. to the cubic foot	48497	3200802	1428	2028
Fir timber at 48 lb. to the cubic foot	4457	213936	95	1136
Elm timber at 52 lb. to the cubic foot	520	27040	12	160
Carve work and lead work		4651	2	171
Iron work, rudder irons, chain-plates, nails		88254	39	894
Pitch, tar, oakum and paint		17920	8	
Cook- room fitted with fire hearth		16123	7	443
Sum		3568726	1593	406

Weight of the Furniture

	No. of lbs.	Tons	Lbs.
Complete set of masts and yards with spare gear	161000	71	1960
Anchors with their stocks and master's stores	39996	17	1916
Rigging	69128	30	1928
Sails, complete set and spare	32008	14	648
Cables and hawsers	73332	32	1652
Blocks, pumps and boats	62056	27	1576
Sum	47520	195	720

Weight of the Guns and Ammunition

	No. of lbs.	Tons	Lbs.
Guns with their carriages	377034	168	714
Powder and shot, powder barrels etc.	116320	51	2080
Implements for the powder	6500	2	2020
Implements for guns, handspikes etc	21753	9	1413
Sum	521427	232	1747

Weight of the Officers' Stores

	No. of lbs.	Tons	Lbs.
Carpenter's stores	20187	9	27
Boatswain's stores	21112	9	952
Gunner's stores	8964	4	4
Caulker's stores	5200	2	720
Surgeon and chaplain's effects	11096	4	2136
Sum	66559	29	1559

Weight of the Provisions

	No. of lbs.	Tons	Lbs.
Provisions for six months for 700 men, with all their equipage	858970	383	1050
Water, casks and captain's table	933900	416	2060
Sum	1792870	800	870

Weight of the Men, etc

	No. of lbs.	Tons	Lbs.
Seven hundred men with their effects, including the officers and their effects	316961	141	1121
Ballast	1478400	660	
Sum	1795361	801	1121

Recapitulation

Hull	1593	406
Furniture	195	720
Guns and Ammunition	232	1747
Officers stores	29	1599
Provisions	800	870
Weight of men and the ballast	801	1121
Sum	3652	1983

*Britannica, 1798 *Shipbuilding*. p412

APPENDIX C**TABLE OF WROUGHT IRON BALL WEIGHTS ACCORDING TO BORE DIAMETERS**

2 ¾ inch diameter	3 pounder
3 inch diameter	4 pounder
3½ inch diameter	6 pounder
4 inch diameter	10 pounder
5 inch diameter	18 pounder
6 inch diameter	32 pounder

Wrought iron = 0,2834 lbs/cubic inch

APPENDIX D LIST OF SAILORS

Aalders, Eldert
Aders, Wilhelm
Altena, Jan van
Ameronigin, Auf van
Anaries, Wilhelm
Andréé, Mattheus
Ardesf, Johannes
Engelbertus
Arena, Martinns van

Bakker, Hendrik
Bakker, Klaas
Baljun, Frans
Bartell, Franciscus
Beardsrand, O O
Beijn, Jan
Bennes, Cornelis
Bennink, Willem
Bergerd, Jan
Bergn, Cornelis van den
Bernier, Jan Lodewyk
Besthoven, Christiaan
Bids, Carel
Bie, Willem de
Bijers, Jan
Blaauboen, Jan
Bloskland, A M Jose
Boer, Corn??
Boesmeester, Jan
Bords, Joseph
Borshoven, A
Borwater, Isaac
Bosel, Willem
Bosman, Hendrik
Botusgriet, Rys de Filithas
Bouderijns, Jan
Brangen, Jan
Brasfer, Jacob
Brinkman, Hendrik
Broek, Wiebe van den
Broek, J van den
Broeksmit, Hermanus
Broertjes, Jacob
Bron, F G
Bronds, Paulus
Brouwer, Christoffel
Bruin, Johan
Buitendijk, Jan
Buiton, Charles
Bunje, Gideon de
Buntings, Johannes

Carin, Pieter
Casbenelli, Augustus

Cattelaar, Joseph
Cedilshof, Lucas Hendrik
Claasfen, Johannes
Cohen, Benjamin
Cohen, Jacob
Corbelyn, Albert
Corbelyn, Cornelis
Stephanus
Cornelisje, Cornelis

Daal, Hendrik van
Daams, Jan
Daris, Theodorus
Deesterbeen, Pieter
Degennards, John
Dekker, Anthony
Devalle, David
Diedrick, Johann
Dijcke, C M van
Dijk, Jacob Gerrits van
Dijkhijsen, Arij
Dijkstra, Jelle Janse
Druzen/Diekram
Duisberger, David
Dulet, Jan
Dumesnil de l'Estzille
Dump, Corn
Dusoswou, Lodewyk
D'ozy, Titus Pieter Roelf

Ebregt, Adam
Eichoff
Eik, Cornelis van
Eilders, Durk
Elbers, Jan
Elgenhuijzen, Lodewyk
Elias, Pitze
Ellingnijzen, Andries
Engel, Theodorus
Engh, Jan Jacob van den
Ernest Andries
Esfeveld, Dirk van
Eskes, Hendrik
Eskes, Albertus
Estzille, Jacob du Muzzell
de

Faber, P M
Faber, Auke
Fagerberger, D
Filcher, Johannes
Fischer, Louis
Folcke, Jan
Fozet, Xavier de Goer de

Franken, Johan
Fransfon, G
Fransis, Aaron
Fuchs, Jan

Gade, Johann
Gag, Adrianus van
Garman, Johannes
Gaukesbrink, Gerrit
Gelderen, Jan van
Gelleking, Pieter
Gerfenberg, Christens
Goor, Hendrik
Gopelman, Willem
Graaf, Jan van den
Grobbe, Jan
Groen, Jacobus
Groen, Matthys
Groenewald, Christiaan
Grootenhuijzen, Andries
Gulder, Frederick de
Grand, Joseph la
Goek, A van
Geleeds, Gerrarduo
Ging, John
Goizdifozel, Xavier

Haan, Jacobus de
Haan, Koenraad de
Haijens, Jan
Hannemeijer, Anthony
Hanzen, Jan Christian
Hanzen, Niels
Hanzen, Christopher
Harlingen, Lourens van
Harmsen, Jan
Hartman, Paulus
Hasfel, Jacob van
Heijde, Dirk van den
Heijman, Jan
Heijnkamp, Jan
Heisterkamp, Heinrich
Helmes, Eldert
Hemmes, Dirk
Hendriks, Petrus
Heninslake, Jan Carel
Hennekus, Gideus
Herbeek, Joseph
Hermans, Willem
Herremans, Johannes
Herrenhof, Cornelis
Heruvel, Leendert van
den
Hesston, H

Heystek, Jan
 Hoeden, Jan
 Hoen, Cornelis
 Hoevers, Lendert
 Hofman, Jelle Andries
 Hofmeijr, Jan Hendrik
 Hofmeijr, Willem
 Hofmeijr, Hermanus
 Hofstede, Jan Carel
 Hommes, Doume
 Hoogmoed, Matthys
 Hoom, Jan van
 Horst, Pieter
 Huijser, Dirk
 Hulsthoof, Dirk
 Hut, Abram
 Huysman, Hendrik

Jacobs, Andries
 Jacobs, P
 Jacobs, Jacob
 Jager, Hermanus de
 Jager, H W
 Jansen, Richard
 Jansen, Matthys
 Jansen, Pieter
 Jansen, Jan Pieter
 Jansen, J W
 Jansen, Jan
 Joen, Joseph
 Joikems, Lutze
 Jong, Roel Alders de
 Jong, Jan de
 Jonker, Jacob
 Jonkers, Douwe

Keetel, Hendrik
 Keller, Fredhk
 Kemper, Anthonius
 Kerweker, Christiaan
 Kichener, D W
 Kind, Roelf Hendriks
 Klevenhuijzen, Hermanus
 Kleyn, Abraham
 Klijn, Jan
 Knaap, Frans van den
 Kok, Anthony de
 Kok, Simon Salomon
 Kok, Jan Pieter
 Koning, Albert de
 Koogh, Dirk van der
 Kooper, Jan
 Koopman, J C
 Koper, Martinus
 Kopersmit, Jan
 Kortleeser, Christoffel
 Koster, Johannes
 Kreeft, Jan Philip

Kretschmer, J A
 Krommeer, Kassius
 Kruijff, Christiaan de
 Kuipers, Simon
 Kusti, John
 Kytvoet, Joseph Pieter

Landeman, Jacobus
 Landstroom, Casper
 Langenberg, M
 Langeveldt, Elst
 Latukens, C H
 Laurang, Carel
 Leliguist, Zirens
 Lely, John Jacobus
 Lelyveld, Bart
 Lermite, Jan
 Lied, W van der
 Lisch, Christiaan
 Loon, Klaas van
 Looper, Salomon de
 Lotty, Jan

Maas, Hendrik
 Majofski (Jac Snead?)
 Majon (T)
 Marijnus, Dirk
 Matsen, Johan Christoffel
 Matton (C)
 Meerburg, Jacob
 Meetesing (Ptm)
 Meijr, Christ Hermit (?)
 Meijr (Diederick)
 Menskie (Frame)
 Meyer, Jan C^ST^S (?)
 Michielsen, Abram van
 der
 Middelkoop (Albt)
 Mogget (Abram)
 Momlivi, Joseph Fredrik
 Muis, Jacob
 Mulder (Wm)
 Mulder, Jan Cornelis
 Mulder (J)
 Mulder (Loat)
 Muller, Daniel
 Muller (J W Mast)
 Munilde, de I Estille T

Natman, Hendrik
 Nederhort (G'???)
 Nieuboom, Fred
 Nijkam, Dared
 Nolkes, Hans
 Nulis (Hend)
 Nusbij, Leenderf

Olydam, Jan

Olydam, F??
 Oostermuck, Willem
 Otte, Pieter
 Otterson, Matthys
 Oud, Andries van
 Overhuid, Hendrik

Paling, Pieter
 Pan, Johannes de
 Pasfer, Jan
 Pasteuning, Bartolomeuo
 Pazeze, John David van
 Pelaars, Jan
 Pennings, Jan
 Penters, Cornelis
 Petrus, J
 Pieck, Johannes Hendrik
 Pieterse, Jan
 Pieterse, Pieter
 Pietersen, Willem
 Pijl, Jan van der
 Pol, Johan Arnoldus van
 der
 Polkein, Johan Eberhart
 Polkijn, Andries
 Porte, Johannes
 Lodewikus
 Prediger, Christiaan Julux
 Prenteling, Frederik
 Prester, Carel
 Prins, Jan
 Put, Cornelis van der

Qusikenbuser, William

Raaijen, Gerrit
 Radelburg, Francois
 Rammaar, Philippus
 Rasmus, Lourens
 Reekes, Jan
 Reen, Jan Liebrand
 Reijzig, Antonie
 Reisker, Michiel
 Rengers, Jacob
 Reuyter, Bartholomeus
 Rhode, George Fredrik
 Willem
 Rietveld, Jan
 Rijke, Rijk
 Rimbeek, Hendrik
 Robijn, Willem
 Roos, Leendert de
 Ruel, Johannes
 Ruitten, Hendrik Jan
 Rumersma, Martinus

Sala, Lodewyk
 Salm, Josua

Santen, Willem van
 Schaaf, Nieland
 Schimmel, Cornelis
 Schoen (Jan)
 Schonderberg, Jan
 Schop, Johan Fredrik
 Schotte, Barend
 Schouten, H
 Schouten, Jan
 Schreuder, Hendrik
 Schreuder, Arnoldus
 Schut, Willem
 Schutter, Joseph
 Shutter, Arij
 Sneliger, Johannes
 Slokkers, Jan
 Slooten, Klaas van
 Sluigel, Christoffel
 Sluijter, Adrianus
 Smaale, Wesfel
 Smeuling, Rut Blankert
 Smit, Jan
 Smit, Johannes
 Smit, Jan
 Smit, Coens
 Smits, Arij
 Smits, Bernardus
 Sniet, Jan Hendrik
 Snijders, Dirk
 Snijders, Pieter
 Sokgen, Fredrick Adolf
 Sondervan, Abram
 Spaars, Jan
 Speelveld, Hendrik
 Sprong, Klaas
 Staal, Jacob van der
 Staal, Johan
 Star, Johannes
 Franciscus v d
 Steen, Abraham van der
 Steenberg, Fredrik
 Steffens, Jan
 Stillebroer, Pieter
 Stofferus, Jan-
 Straatman, Johannes
 Straten, L van
 Stuart, Theodorus

Teuniszoon, L J
 Thomas, Jan
 Thoringoo, Christiaan
 Tialand, H
 Tichler, Johan Hendrik
 Titsingh, Willem Andries
 Tooren, Pieter van de
 Tooren, Hendrik van
 Tukelman, Gerrit

Unen, Fran van

 Veen, Dirk van
 Velden, Jan van der
 Velden, Jan van den
 Verhaagen, Cornelis
 Verhagen, Hendrik
 Vermeulen, Willem
 Vest, Jan
 Vetten, Johannes
 Victor, Lodewyk
 Voerman, Pieter
 Voet, Hermanus
 Volges, Claas
 Volkemaar, Fredrik
 Vonks, Hendrik
 Vorberg, Christiaan
 Fredrick

 Zennekeveld, Leendert
 Zijp, Leendert van
 Zwaan, Nikolaas
 Zwarts, Simon
 Zwart, Johannes
 Zwart, Roelof
 Zwiers, Pieter

GLOSSARY

<i>Anchors:</i>	Bower (914kg)(used at the bow or fore-part of ship) Stream (small anchor for stemming an easy current) Kedge (small anchor for keeping ship steady) Coasting (anchor used in shallow water)
<i>Aft</i>	At or near the stern.
<i>Arrack</i>	Spiritous liquor distilled from the coco-palm or from rice and sugar.
<i>Awning</i>	A canvas canopy placed over the deck for protection from the sun.
<i>Back stays</i>	Ropes fixed from the topmast and extended to the chains on the side of the ship.
<i>Ballast</i>	A quantity of iron, stone, gravel etc placed in the hold to give the ship stability when she has no cargo or only a small number of goods.
<i>Bar</i>	A shoal running across the mouth of a harbour.
<i>Barrels</i>	Containers for water, salted beef, wheat, oatmeal, sugar, vinegar and other provisions.
<i>Battens</i>	Sections of wood eight ft. square which keep water out of the hatchway in stormy weather.
<i>Beams</i>	Strong pieces of timber under the decks, bound to the sides by knees. They support and hold the ship together.
<i>Bearing</i>	The point of the compass on which any object appears.
<i>Beating</i>	A sailing term i.e. tacking and endeavouring to get to windward of a headland.
<i>Becalmed</i>	No wind to fill the sails.
<i>Belaying pins</i>	Timber pegs used for securing coiled ropes.
<i>Bell</i>	Struck each half hour of a 4 hour watch from 1 to 8 bells.
<i>Berth</i>	Place of anchorage.
<i>Bight</i>	Any part of a rope between the ends; also a collar or eye formed by a rope.
<i>Bijwoner</i>	Someone who lives on another's property.
<i>Bilges</i>	The flat part of the ship's bottom - bilge water collects in this area as a result of shipping water or from the rain -hence the necessity of continuously pumping it out.
<i>Binnacle</i>	The frame or box which contains the compass.
<i>Blocks</i>	Oak pulleys used in operating the running rigging.
<i>Boats</i>	Those belonging to a ship - the Long boat, the Life boats, sloops etc.
<i>Boatswain</i>	The officer who has charge of the cordage, boats, rigging etc.

<i>Bolsters</i>	Pieces of wood placed on the lower trestle trees to keep the rigging from chafing.
<i>Bolts</i>	Iron fastenings by which the ship is secured in the hull.
<i>Boom</i>	Large pole used to extend the sails.
<i>Bow</i>	The fore part of the ship.
<i>Bowlines</i>	Ropes attached to the sides of the sails and used to pull them forwards.
<i>Bowsprit</i>	Mast projecting over the front of the ship.
<i>Braces</i>	Ropes fixed to the yard arms. Also secure the rudder to the stern post.
<i>Breeching</i>	A stout rope fixed to a gun and fastened to the ship's side to prevent it from moving.
<i>Bulkheads</i>	Partitions in ship.
<i>Bulwark</i>	The woodwork or plating along the sides of the vessel which help to keep the decks dry.
<i>By the head</i>	When a ship is deeper in the water forward than aft.
<i>By the stern</i>	When a ship is deeper in the water aft than forward.
<i>Cabin</i>	A room for sleeping.
<i>Cable</i>	A large rope by which the ship is secured to the anchor. Take name from anchor to which they are secured eg sheet cable, bower cable etc.
<i>Caique</i>	Type of longboat.
<i>Call</i>	Silver whistle used by the boatswain and the Mates to call hands and to direct them to haul, belay etc.
<i>Cannon</i>	82 guns, varying in size. Only four found from the <i>Amsterdam</i> . One is to be seen on Cannon Hill, Uitenhage, two are owned by Mr Michael Lewis of Gauteng and one by Dr Nick Woolf of Port Elizabeth.
<i>Canvas</i>	Strong cloth from which sails are made
<i>Cap</i>	A block of wood which secures the topmast to the lower mast.
<i>Capstan</i>	Vertical winch on quarter deck used for raising heavy yards and spars.
<i>Careening</i>	Heaving a vessel to one side to clean or repair the bottom.
<i>Cathead</i>	A large piece of timber projecting over the bow for drawing up the anchor clear of the ship.
<i>Caulk</i>	To drive oakum into the seams of the deck, sides etc.
<i>Chains</i>	Links of iron bolted to the side of the ship, having deadeyes in the upper ends to which shrouds are connected by the lanyards.
<i>Chart</i>	A sea map showing coastlines, sandbanks, reefs and depths of water.
<i>Cleats</i>	Wooden brackets to which ropes are attached.
<i>Companion</i>	A wooden covering over the cabin hatchway.
<i>Crew</i>	220 men on the <i>Amsterdam</i>

The Captain of the *Amsterdam* was Hermanus Hofmeijr.

<i>Davit</i>	A crane of timber used for fishing the anchors.
<i>Deadeyes</i>	Round wooden blocks with three holes without pulleys.
<i>Fathom</i>	Depth measurement of 6 feet (1.8 metres).
<i>Flags</i>	Signal and colours.
<i>Flukes</i>	The broad part or palms of the anchor.
<i>Fore & aft</i>	The length of the ship.
<i>Founder</i>	To sink.
<i>Furling</i>	Fasten the sails to the yards by gaskets.
<i>Galley</i>	Ship's kitchen.
<i>Galley stove</i>	Stone hearth, wood fuel, copper pots for soups and stews, spits for roasting and grilling.
<i>Gallows</i>	Timber frames in waist of ship for stowage of spare spars, booms and ship's boats.
<i>Gangway</i>	A platform reaching from the quarterdeck to the forecastle on each side; walkway for embarking.
<i>Gooseneck</i>	An iron hook at the end of a beam.
<i>Glasses</i>	Sand glasses for timing watches - one half hour, one four hour.
<i>Great cabin</i>	Normally the preserve of the captain and used as a chart room, mess, library and writing room.
<i>Gunwale</i>	The upper edge of a vessel's side.
<i>Guy</i>	A rope used to steady a boom.
<i>Hail</i>	Call out to another ship.
<i>Halliards</i>	Ropes for hoisting sails, yards, boats etc.
<i>Hammocks</i>	Canvas beds suspended on ropes. Only 16 inches of space was allowed for each hammock.
<i>Hatchway</i>	A square hole in the deck which leads to the hold or another deck.
<i>Haul</i>	Pull.
<i>Hawse holes</i>	Holes cut through the bow of the ship through which cables passed when dropping or heaving anchor. Plugged with oakum and wooden shutters when the ship was at sea.
<i>Hawser</i>	Rope composed of three single strands - a small cable.

<i>Heel</i>	Incline to one side.
<i>Helm</i>	A wooden bar passing through the head of a rudder - also called a tiller.
<i>Hitch</i>	To make fast.
<i>Hold</i>	Space between the lower deck and keel used for storing provisions, water, ammunition and ballast.
<i>Hull</i>	Body of the ship.

<i>Journals</i>	All officers were required to keep journals to be handed in at the end of voyages. This was additional to the ship's log.
<i>Jury masts</i>	Temporary masts stepped when others were carried or shot away.

<i>Keel</i>	The 'backbone' of the vessel. Timbers running fore and aft along the length of the ship.
<i>Knees</i>	Large timber angle supports to decks.
<i>Kink</i>	A twist or turn in the rope.
<i>Knot</i>	A measure of speed. Divisions marked by knots on long-line.

<i>Landfall</i>	Sighting land.
<i>Lanyards</i>	Short ropes passing through deadeyes for tightening shrouds.
<i>Last</i>	Commercial measure of weight, capacity or quantity varying with place and goods.
<i>League</i>	Old measurement of distance equal to 3 miles (5km)
<i>Lead</i>	Also called a <i>sounding lead</i> . Weight about 10 - 14 lbs. The deep sea lead was a sinker with a tallow-filled hollow at the base, suspended by a line of measured length, marked off in fathoms. It was whirled around and flung towards the bow of a moving ship so as to be nearly as possible vertically below the ship when the sea bottom was reached. The lead would show not only the depth of the water but also the nature of the ground whether sand, mud or gravel.

<u>Fathoms</u>	<u>Marking</u>
2	two strips leather
3	three strips leather
5	white bunting
10	leather with hole
13	blue bunting

	15	white bunting
	17	red bunting
	20	two knots
	The in between fathoms were not marked, being called 'deeps'.	
<i>Lee</i>	The sheltered side of the vessel, opposite to the <i>weather side</i> .	
<i>Leech</i>	The perpendicular edges of a square sail, the fore- and after- edges of a triangular sail.	
<i>Leeway</i>	Lateral movement of ship to leeward.	
<i>Load lines</i>	Line showing load limits for various sea conditions and areas.	
<i>Log</i>	Calculated the ship's speed by noting how much of a line attached to a triangular piece of wood was paid out in a given time. The line was knotted at 47'3 feet intervals and the speed of the ship was designated in nautical miles per hour or "knots". The number of knots pulled out every 28 seconds and measured by a special sandglass gave the reading.	
<i>Masts</i>	(Bow to stern) Bowsprit, foremast, mainmast (three pieces) and mizzen mast (two pieces).	
<i>Mess</i>	A group of men who eat together; the place where they do so.	
<i>Mizzen</i>	The aft mast in a ship.	
<i>Moor</i>	Secure a ship by more than one cable.	
<i>Moorings</i>	The place where a vessel is tied up at a quay.	
<i>Neap tides</i>	Those tides which occur when the moon is in the quarter phase. They are lower than Spring tides.	
<i>Oakum</i>	Mixture of tar and shredded rope used for caulking seams.	
<i>Orlop deck</i>	The lowest deck on a ship, lying on the beams of the hold. The deck where cables are coiled and other stores are kept.	
<i>Pantries</i>	Used for serving meals to officers etc and for storage.	
<i>Poop</i>	A raised deck at the stern connected by a stairway to the quarterdeck.	
<i>Purser</i>	Historically an officer in a naval vessel responsible for supplies of provisions and clothing; now an officer in a merchant ship responsible for ship's books etc.	
<i>Port</i>	To the left side.	

Proa Type of Malaysian boat
Pumps (Water) Often located just forward of the mainmast.

Quarterdeck Upper deck from the mainmast to the stern reserved for officers.

Ratlines Ropes across shrouds for climbing rigging.
Reef Reduce sail by tying it around the yard.
Rigging 'Standing' rigging is fixed and comprises the stays and shrouds that hold the mast in place. The 'running' rigging is used to hoist and control the sails.
Rudder For steering the ship. Made of teak and weighing about 2.5 tons.

Sails (from deck)

Bowsprit: Spritsail, spritsail topsail, jib, fore topmast sail.
 Foremast: Fore course, fore topsail, fore topgallant.
 Between foremast and mainmast: Main topmast staysail, main topgallant staysail.
 Mainmast: Main course, main topsail, main topgallant.
 Between mainmast and mizzen mast: Mizzen staysail, mizzen topmast staysail
 Mizzen mast: Mizzen course, mizzen topsail.

Sailing speed 6.7 knots best 24 hour average

9.95 knots fastest logged over an hour (compare Amsterdam)

Scupper Channel used for waste.
Scurvy A disease caused by lack of fresh vegetables which resulted in swollen gums, lethargy, fever and eventually death.
Sheets Ropes used to trim the sails.
Shrouds Heavy rope rigging attached to deadeyes, lanyards and channels, giving lateral support to the masts.
Splice Join two ropes together by uniting the strands.
Spring Tides The highest tides at the full and change of the moon.
Stanchion An upright support.
Starboard The right side.
Stays Heavy rope rigging supporting the masts.
Staysails Set between the masts.

<i>Stern</i>	The afterpart of a vessel.
<i>Stranded</i>	When a ship is run ashore and cannot be refloated.
<i>Tack</i>	Turn the ship by the rudder and sails against the wind.
<i>Tiller</i>	Timber beam to control rudder. Connected by tackles to steering wheel.
<i>Timbers</i>	Frame, keel, planking, decks, masts, spars etc.
<i>Toilets</i>	Seats of ease behind the catheads or over the side using scuppers. Chamber pots were used for officers.
<i>Treenails</i>	Pronounced 'trunnels' for securing decks and planking - resemble large dowels.
<i>Trekboer</i>	A nomadic herder, usually Dutch.
<i>Trunnion</i>	Supporting cylindrical projection on each side of cannon or mortar.
<i>Veer</i>	To pull a rope and then slacken it.
<i>Victuals</i>	Provisions, food.
<i>Waist of ship</i>	Between the main and fore decks.
<i>Wake</i>	Track left by ship on water over which she has passed.
<i>Watch</i>	Spell of duty, commonly four hours. Also term for crew on duty.
<i>Water-logged</i>	The state of a leaky ship when she becomes so full of water as to be unmanageable and heavy.
<i>Weather side</i>	From which the wind is blowing.
<i>Weigh anchor</i>	To heave the anchor out of the ground.
<i>Windlass</i>	Horizontal winch for bower anchors.
<i>Windward</i>	Towards the point from where the wind blows.
<i>Wheel</i>	Used to steer the ship.
<i>Yard</i>	Horizontal spar set across a mast to support a sail.
<i>Yard Arm</i>	Either half of a ship's yard from centre to end.

REFERENCES MANUSCRIPT SOURCES

A. Official

1. Rijksarchief, The Hague

Captain Hermanus Hofmeijer's Journal, 2 December 1814 - 2 March 1818, comprising 386 pages (from microfilm).

Archieven van de Verenigde Oost-Indische Compagnie (VOC), Journaal F Bentler, 1752, inventaris nummer 10817.

Archieven van het Ministerie van Marine, Collectie Scheepsjournalen (1813 - 1900), inventaris nummers 146, 147, 160.

Archieven van Het Ministerie van Marine, Collectie Scheepsjournalen (1813 - 1900), inventaris nummer 159.

Archieven van het Ministerie van Marine (1795 -1813), Aanhangsel 2, inventaris nummer 188.

Archieven Staatssecretarie (1813 -1840) exhibitum 8 Augustus 1814 nummer 36.

Archieven van de Staatssecretarie (1813 -1840), exhibitum 1 Oktober 1814, nummer 62.

Archief van het Ministerie van Marine, Collectie Scheepsjournalen (1813 -1900), inventaris nummer 159.

Algemene Kunst en Letterbode (1819), deel 1: 99-100.

Bataviaasche Courant, 5 September 1819.

De Schepen van de Koninklijke Marine en die der Gouvernements Marine (1814 -1840).

2. Koninglike Biblioteek, The Hague

Vaderlandsche Letteroefeningen (1818), deel 2: 457-504.

3. Cape Archives, Cape Town

1 UIT 15/4 Letters from the Landdrost papers, Uitenhage:-

Col. Cuyler to Colonial Secretary, H Alexander 22 Dec 1817

Col. Cuyler to Captain H Hofmeijer 12 Jan 1818

Col. Cuyler to Captain F Evatt 22 Dec 1817

Letter from Lord Charles Somerset to Lord Bathurst, 22 Jan 1817.

Letter from Col Alexander Adams to General Sir James Craig K.B., 10 September 1811. (Original in possession of Tony Booth-Jones of Port Elizabeth).

Letter from Truter-Cradock, 15 June 1812. Records of the Cape Colony 8 : 439-41.

4. Archives of the Colonial Office (CO)

CO 470 Herman Woeke, Governor and Council, 6 November 1786.
p. 669

CO 49/2 Letter from Dundas to the Governor, 4 March 1800. p. 26

CO 2581 Memorandum by Read, no date.

CO 2582 Graham-Bird, 1 September 1812.

CO 2608 Captain Gethin - G Fraser, 31 October 1817.

CO 2608 Captain Gethin - G Fraser, 3 November 1817.

CO 2608 Captain Gethin - G Fraser, 13 November 1817

CO 4839 C Bird - J Cuyler, 4 December 1817

CO 2613 G Fraser - C Bird, 31 July 1818

5. Public Records Office

WO 55/888 30 September 1817

6. Kaapse Nederduitse Geregformeerde Kerkarchief

Doopregister Kaapstad 1757-1779 (KKA) G1-8/4

VC 43 Generale Monsterrol: Junie 1748

VC 44 Generale Monsterrol: Junie 1750

7. Government Commission of Enquiry

1828

8. Unpublished Manuscripts

- Elbourne, Elizabeth. 1992. To colonise the mind. Evangelical missionaries in Britain and the Eastern Cape, 1790-1837. D.Phil. thesis. Oxford University, Oxford, England.
- Goschen, W.S. 1992. Water circulation and structures in Algoa Bay and environs. Unpublished M.Sc. thesis. University of Port Elizabeth, Port Elizabeth, South Africa.
- Karczmarski, Leszek. 1996. Ecological studies of Humpback Dolphins *Sousa chinensis* in the Algoa Bay Region, Eastern Cape, South Africa. Unpublished D.Phil. thesis. University of Port Elizabeth, Port Elizabeth.
- Parrent, James M. 1983. The conservation of waterlogged wood using sucrose. Unpublished M.A. thesis. Texas A & M University, Austin, USA.
- Porter, Alfred 1974. Notes on Fort Frederick. Port Elizabeth Municipal Library papers, Port Elizabeth.
- Serlie, A. 1991. Herstel van de scheepvaart en handel tussen het koninkryk der Nederlanden en Nederlands Oost- Indie in de periode 1813-1824. Unpublished D. Phil. thesis. Rijksuniversiteit, Leiden.

B. Unofficial

Africana Library, Port Elizabeth

Logbooks

- Church, Henry, Mate. A log of the proceedings of HMS *Achilles*, A P Hollis, Esq., Captain, commencing the 14th day of June 1811 and ending 29th day of June 1813. (Six log books in manuscript, numbered 2 to 7).
- Church, Henry, Midshipman. A log of the proceedings of H.M. Ship *Marlborough*, Graham Moore Esq., Captain, commencing on the 17th August 1807 and ending the 16th February 1810. (three manuscript notebooks bound in one vol. n.p.)

Lushington, Thomas, Captain. Log book of H C Ship *Canton*, Saturday December 17 1803 to Sunday September 15 1805. (Manuscript n.p.)

Robertson, Alexander, Captain. Log book of H C Ship *Surat Castle*, Saturday January 1807 to Saturday January 14th 1809. (Manuscript. n.p.)

Bound Memoranda

Together in one volume:

A collection of manuscript memoranda relating to:

- a) Indian built ships-of-war.
- b) Indian timbers used in shipbuilding.
- i) Minutes of conversation with Mr Philip Dundas- Lord Melville's letter of 4 July 1804.
- ii) Memorandum respecting Travancore & Cochin (timbers) - Lord Melville's letter of 4 July 1804.
- iii) Memorandum respecting timbers at Toodry collected by Hyder Ally to build Men of War- Lord Melville's letter of 4 July 1804.
- iv) Memorandum respecting timbers produced near Onore and Mirqu.
Signed: Paul Tate.
- v) Remarks respecting the advantages of Pgu for shipbuilding - Lord Melville's letter of 28 June 1804.
- vi) Memorandum from Mr Philip Dundas 21 June 1804 - Lord Melville's letter of 4 July 1804.
- vii) Mr Philip Dundas to Lord Melville (3 encl.) - Lord Melville's letter of 4 July 1804.

PRINTED CONTEMPORARY SOURCES

Cape Town Gazette and African Advertiser, 1816

Cape Almanac, 1817

Register of Arrivals and Departures of Ships - Port Captain,
Cape Town, 1816. (Cape Archives)

East India Pilot 1805.

Chambers Miscellany 1847, No 173.

JOURNALS

- Barbour, Violet. 1954. Dutch and English merchant shipping in the seventeenth century. *Essays in Economic History*, editor E.M. Carus Wilson. London: Edward Arnold.
- Beckley, L.E. 1988. Spatial and temporal variability in sea temperatures in Algoa Bay, South Africa. *South African Journal of Science*. **84** : 67 -69.
- Bell-Cross, Graham. 1981. Problems associated with the location and identification of early shipwrecks. *South African Museums Association Bulletin* **14** 8: 326-339
- Boyd, A J & Shillington, F A. 1994. Physical forcing and circulation patterns on the Agulhas Bank. *South African Journal of Science*. **90** 3: 115.
- Brown, Ruth R. 1989. Identifying 18th century trunnion marks on British iron guns. *The International Journal of Nautical Archaeology and Underwater Exploration*. **18** 4: 321-329
- Cooper, Fred W. 1933. When wrongly libelled Bay was shunned. *Eastern Province Annual*.
- Derricourt, R M. 1976 Early European travellers in the Transkei and Ciskei. *African Studies*. 35 3-4: 273-291
- Einarsson, Lars. 1990. *International Journal of Nautical Archaeology and Underwater Exploration*. **19** 4:279-297
- Freund, William, M. 1972. The Eastern Frontier of the Cape Colony during the Batavian period (1803-1806). *Journal of South African History*. **8** : 631-45
- Gawronski, J H G. 1990. The Amsterdam Project. *International Journal of Nautical Archaeology and Underwater Exploration*. **19** 1 : 53-61
- Goschen, W S & Schumann, E H. 1988. Ocean currents and

- temperature structures in Algoa Bay and beyond in November 1986. *South African Journal of Marine Science*. **7** : 101-116.
- Grattan, D W & Clarke, R W. 1987. Conservation of waterlogged wood, edited by C. Pearson in *Conservation of Marine Archaeological Objects*. pp. 164-207. London/Boston: Butterworths.
- Green Jeremy; Henderson Graeme, North Neil. 1981. A carronade from the brig *James*: its history, conservation and gun carriage construction. *The International Journal of Nautical Archaeology and Underwater Exploration*. **10** 2: 101-108
- Green, Jeremy. 1993. Report on a visit to the Netherlands 1-16 October 1993 for the Australian Academy of the Humanities. Fremantle.
- Grundelingh, M R. 1979. Observation of a large meander in the Agulhas Current. *Journal for Geophysical Research*. **84** : 376-378
- Hofmeyr, G. & Sleight, D. 1988. J.H. Hofmeijer, Stamvader van die Hofmeyrs. *Familia*. **25** 4: 86-88
- Huisman, Hans. 1989. Krakatau and Port Elizabeth. *Looking Back: Journal of the Historical Society of Port Elizabeth*. **28** 1:33
- Kist, J B. 1990. Integrating archaeological and historical records in Dutch East India research. *International Journal of Nautical Archaeology and Underwater Exploration*. **19** 1 : 49-51
- Legassick, Martin. 1980. The Frontier tradition in South African Historiography. In *Economy and Society in Pre-Industrial South Africa* edited by Shula Marks & Anthony Atmore. pp. 44-49
- Macleod, Ian & Richards, Vicki L. n.d. The impact of metal corrosion on the degradation of waterlogged wood recovered from historic shipwreck sites. Unsourced.
- Macleod, Ian D, Mardikian, Paul & Richards, Vicki L. 1993 Observations on the extraction of iron chlorides from composite materials. Proceedings of the 5th ICOM Group on Wet Organic

Archaeological Materials Conference. Portland/Maine, USA.

- Pearce, A F 1980. Early observations and historical notes on the Agulhas circulation. *Transactions of the Royal Society of South Africa*. **44** 2: 205-212.
- Rees, G. 1971-2. Copper sheathing an example of technological diffusion in the English merchant fleet. *The Journal of Transport History*. New Series **1**: 85-94
- Rust, I C & Mee, D. 1993. Sedimentology of the Port Elizabeth Beachfront. *Final report to SANCOR, FRD*, Pretoria. 168 - 202
- Sampson, G, Fletcher, J C, Viviers, J P & Carter, T J. 1995. Port Elizabeth Weather Statistics. *Department of Environmental Affairs*. Port Elizabeth: Weather Bureau
- Schumann, E H. 1992. Interannual wind variability on the south and east coasts of South Africa. *Journal for Geophysical Research*. **97** (D18), 397-403
- Scott, John, Burridge. 1977. Cradock Place. *Looking Back. Journal of the Historical Society of Port Elizabeth*. **17** 4:98-101
- Shannon, L. Vere. 1989. The Physical Environment. *Oceans of Life in Southern Africa*. Cape: Vlaeberg.
- Smardz, Karolyn. 1995. Public archaeology revolution: Archaeology in a multicultural society. *Interpretation. A Journal of Heritage and Environmental Interpretation*. 18-22
- Stanbury, Myra. 1994. HMS Sirius 1790. *An illustrated catalogue of artefacts recovered from the wreck site at Norfolk Island*. Adelaide, S A: Australian Institute for Maritime Archaeology. Special Publication No 7. 20-38.
- Trapido, Stanley. 1992. The emergence of liberalism and the making of 'Hottentot Nationalism', 1815-1834. *Societies of Southern Africa in the Nineteenth and Twentieth Centuries*. Collected Seminar

Papers 17 42. London: Institute of Commonwealth Studies

Van der Kemp, Johannes T. 1804. *An Account of...Caffraria.*
Transactions of the London Missionary Society. 1 : 490-91, 494.

Van Reenen, Dirk Gysbert. 1937. *Die Joernaal van Gysbert van Reenen, 1803.* Edited by W. Blommaert and J.A. Wiid. Cape Town: Van Riebeeck Society.

Werz, Bruno & Seeman, Ute, T. 1993. Organic materials from wet archaeological sites: The conservation of waterlogged wood. *South African Archaeological Bulletin.* 48 : 37-41.

Wilson, C H. 1954. The economic decline of the Netherlands. *Essays in Economic History* edited by E M Carus-Wilson. London: Edward Arnold

NEWSPAPERS AND PERIODICALS

Eastern Province Herald 15 March 1909.
Eastern Province Annual 1936.

SECONDARY SOURCES

Alberti, Ludwig. 1810. *Alberti's Account of the Xhosa in 1807, 1810.*
Translated by W.H. Fehr. 1968. Cape Town : Balkema.

Anderson, George. 1792. *A General View of the Variations which have been made in the affairs of the East India Company since the conclusion of the war in India in 1784.*

Aspeling, Roger Lewis. 1991. *The Case of the Missing Lieutenant Aspeling.*
New Jersey, U.S.A. : Aspeling.

Axelson, E. 1960. *Portuguese in South East Africa -1600- 1700.* Johannesburg: Witwatersrand University Press

- Backer Dirks, J. J. 1890. *De Nederladsche Zeemacht*. Tweede deel. Gravenhage: De Gebroeders van Cleef's.
- Barrow, John. 1806. *Travels into the Interior of South Africa*. 2nd edition. 2 Vols. London: Cadle and Davies.
- Beachy-Head, P. 1969. Foreward to *Old Times and Odd Corners*. Historical Society of Port Elizabeth Series. No 1, edited by A.Porter. Port Elizabeth: Historical Society of Port Elizabeth & Walmer.
- Birdwood, Sir George Christopher Molesworth. 1909. *Illustrations and relics of the late Honourable East India Company* (Reprinted from the Journal of Indian Art).[s.l.:s.n]
- Bossenbroek, M. P. 1986. *Van Holland naar Indië, het transport van koloniale troepen vor het Oos- Indische leger 1815-1909*. Amsterdam and Dieren:[s.n].
- Bowen, Frank Charles. 1925. *The Golden Age of Sail: Indiamen, Packets and Clipper Ships*. London: Halton & Truscott Smith, Ltd.
- Boxer, C. R. (ed) 1959. *The Tragic History of the Sea 1589-1662*. Cambridge: Cambridge University Press.
- Boxer, C. R. 1965. *The Dutch Seaborne Empire 1600-1800*. London: Hutchinson & Co Ltd.
- Bruce, John. 1811. *Report on the negotiation between the Honourable East India Company and the public respecting the renewal of the company's privileges of trade for twenty years from March 1794*. London: Printed by Authority of the Honourable Court of Directors.
- Brugmans, I. J. 1961. *Paardenkracht en Mensenmacht. Sociaal-ekonomische Geschiedenis van Nederland*. The Hague.
- Bruijn, J. R; Gaastra, F. S. & Schoffer, I (eds). 1987. *Dutch -Asiatic Shipping in the 17th and 18th Centuries*. 3 vols. The Hague: Rijks Geschiedenis Publicatien.

- Bruijn, J.R. 1995. *Van Diversiteit Naar Eenheid. Marine Scheepbouw in De Achtiende en Negendiende Eeuw*. Leiden: [s.n].
- Busk, Hans. 1859. *Navies of the world; their present state and future capabilities*. London: Routledge.
- Campbell, John. 1812. *Travels in South Africa undertaken at the request of the London Missionary Society*. London:[s.n.]
- Cameron, Trewhella & Spies, S B (ed). 1986. *An Illustrated History of South Africa*. Johannesburg: Jonathan Ball Publishers.
- Chase, John Centlivres, MLC. 1868. *Old Times and Odd Corners. The founder of the Eastern Province commerce and his frontier home*. Port Elizabeth. Reprint Port Elizabeth Series. No 1, edited by A. Porter, Historical Society of Port Elizabeth. 1969, 1975.
- Chatterton, Edward Keble. 1914. *The Old East Indiamen*. London: T Werner Laurie.
- Coates, W.H. 1911. *The Old 'Country Trade' of the East Indies*. London: Imray, Lauri, Norie & Wilson Ltd.
- Cooke, Edward William. 1829. *Sixty five plates of shipping and craft, drawn and etched*. London.
- Cory, G.E. 1910. *The Rise of South Africa*. Vol 1. London: Longmans, Green & Co.
- Coulton, J.J.*[s.a.] Catalogue of the Maritime Collection in the Africana Library, Port Elizabeth, comprising approximately 300 titles. Port Elizabeth:Public Library.
- Cow, John. 1843. *Remarks on the manner of fitting boats for ships of war and transports: Addressed to the officers of the Royal Navy and Royal Artillery*. London: W Clowes & Sons.

Creuze, Augustin Francis Bullock. 1840. *Treatise on the theory and practice of naval architecture*. Edinburgh: Adam and Charles Black.

Dalrymple, Alexander. 1775. *Journal of a Voyage to the East Indies in the ship Grenville*. Communicated by Hon. Henry Cavendish.

De Jonge, J.C. 1862. *Geschiedenis van het Nederlandsche Zeewezen*. Haarlem: A.C. Kruseman.

De Kiewiet, C.W. 1964. *A History of South Africa . Social and Economic*. London: Oxford University Press.

De Villiers, C.C. & Pama, C. 1966. *Geslagsregisters van die Ou Kaapses Families*. Cape Town: A.A. Balkema.

De Vries, J. 1959. *Der economische achteruitgang der Republiek in de achttiende eeuw*. Amsterdam:[s.n].

Duffy, J. 1955. *Shipwrecks and Empire*. Cambridge, Mass: Harvard University Press.

Finsham, John. 1851. *A History of Naval Architecture*. London: Whittaker & Co.

Finch, Roger. 1983. *The Pierhead Painters. Naive Ship-portrait painters. 1750-1950*. London: Barrie and Jenkins Ltd. Hutchinson Group.

Forrest, Capt Thomas. 1779. *A Voyage to New Guinea and the Moluccas*. [s.l.:s.n.].

Foster, William. (ed). 1814. *Orders and instructions given by the Court of Directors of the United Company of Merchants of England trading in the East Indies to the Commanders of Ships in the Company's Service*. London: E.Cox & Son.

- Fraser, Edward. 1908. *Champions of the Fleet: Captains and Men-of-War and Days that helped to make the Empire*. London: John Lane.
- Fryke, Christopher & Schweitzer, Christopher. [s.a.] *A Relation of Voyages made into the East Indies*. Translated from the Dutch by S.L. London.[s.l:s.n.]
- Fullard, H. & Treharne, R.F. (ed.) 1962. *Muir's Historical Atlas Medieval and Modern. Western and Central Europe. 1555-1648*. London: George Philip & Son.
- Giliomee, Hermann. 1979. The Eastern Frontier 1770-1812. In *The Shaping of South African Society. 1652-1820*, edited by Richard Elphick & Hermann Giliomee. Cape Town: Longmans. 291-326.
- Giliomee, H. & Elphick, Richard. 1979. The Structure of European Domination at the Cape. 1652-1820. In *The Shaping of South African Society 1652-1820*. Cape Town: Longmans. 359-365.
- Gilly, William O.S. 1850. *Narratives of Shipwrecks of the Royal Navy : between 1793 and 1849. (Compiled principally from official documents in the Admiralty)*. London: John W. Parker.
- Grey, Henry M. 1893. *Lloyd's Yesterday and Today*. London: John Haddon & Co.
- Griffiths, John William. 1853. *The Shipbuilder's Manual and Nautical Referee*. New York: pub. by author.
- Griffiths, John William. 1856. *Treatise on Marine and Naval Architecture*. London: [s.n.]
- Hardy, Charles. 1835. *A Register of ships employed in the service of the Hon. United India Company from the year 1760 to the conclusion of the commercial charter: i.e. 1833*. Revised with considerable additions by his son, Horatio Charles A Hardy. London: Parbury, Allen & Co.

- Heese, J.A., (compiler), & Lombard, R.T.J. (ed) 1992. *Suid Afrikaanse Geslagsregisters*. Pretoria: R.G.N. 3 H-I.
- Hofmeyr, W.L., N.J., S.M., G.S., J.W. 1987. *Die Hofmeyrs: 'n Familie-geskiedenis*. Kaapstad: Hofmeyr.
- Holt, Basil. 1954. *Joseph Williams and the Pioneer Mission to the South-East Bantu*. Lovedale: [s.n.]
- Horsburgh, James. 1836. *India directory or directions for sailing to and from the East Indies, China, Australia, Cape of Good Hope, Brazil and the interjacent ports*. Compiled chiefly from the original journals of the company's ships. London: WH Allen and Co.
- Huggett, Frank E. 1975. *Life and Work at Sea*. London: Harrap.
- Jacobs, Els M. 1991. *In Pursuit of Tea and Pepper*. Amsterdam: National Maritime Museum, Walburg Pers.
- Jacobs, Els M. 1992. *Dutch East Indiamen*. Amsterdam: Walburg Pers.
- James, William. 1826. *The Naval History of Great Britain from the Declaration of War by France in February 1793 to the Accession of George IV in January 1820*. London: Printed for Harding, Lepard and Co. Pall Mall East.
- Johnson, James. 1807. *The Oriental Voyager; or descriptive sketches and cursory remarks on a voyage to India and China in His Majesty's ship; Caroline, performed in the years 1803 -4-5-6, interspersed with extracts from the best modern voyages and travels*. London: Joyce Gold.
- Keegan, Timothy. 1996. *Colonial South Africa and the Origins of the Racial Order*. Cape Town & Johannesburg: David Philip.

- Kennedy, R.F. 1955. *Shipwrecks on and off the Coast of Southern Africa*. Johannesburg: Africana Museum.
- Kirby, P. R. 1953. *A source book on the wreck of the Grosvenor East Indiaman*. Cape Town: The Van Riebeeck Society.
- Kirby, P.R. 1960. *The True Story of the Grosvenor East Indiaman*. London: Oxford University Press.
- Kossman, E.H. 1978. *The Low Countries. 1780-1940*. Oxford: The Clarendon Press.
- Kossman, E.H. & Melink, A.F. 1974. *Texts Concerning the Revolt of the Netherlands*. Cambridge: Cambridge Press.
- Kotze, C.R. 1968. 'n Nuwe Bewind, 1806-1834. In *Vyfhonderd Jaar Suid-Afrikaanse Geskiedenis*, ed. C.F. J. Muller. Pretoria:[s.n.]. 18-33.
- Lamar, H. & Thompson, L. (ed). 1981. *The Frontier in History*. Yale University Press.
- Landström, Björn. 1961. *The Ship*. London: Allen & Unwin.
- Lewis, J.R. 1972. *The Ecology of Rocky Shores*. London: English University Press.
- Le Cordeur, Basil. 1986. The Occupations of the Cape, 1795 - 1854. *An Illustrated History of South Africa*, edited by Trehwella Cameron and S.B. Spies. Johannesburg: Jonathan Ball Publishers. 75-93.
- Lichtenstein, H. 1812-1815. *Travels in Southern Africa in the years 1803. 1804, 1805 and 1806*. Translated by A. Plumptre. 2 Vols. Reprint ed., Cape Town: Van Riebeeck Society, 1928-1930.
- Lorimer, E.K. 1971. *Panorama of Port Elizabeth*. Cape Town: A.A. Balkema.

Mackellar, C.D. 1912. *Scented Isles and Coral Gardens: Torres Straits German New Guinea and the Dutch East Indies*. London: John Murray.

Macmillan, W.M. 1927. *The Cape Colour Question. A Historical Survey*. London: Saber & Gwyer Ltd.

Malham, Rev John. 1796. *The Naval Gazeteer or Seaman's Complete Guide containing a full and accurate account, alphabetically arranged of the several coasts of all the countries and islands in the known world. Illustrated with a correct set of charts*. London: Printed for Allen and West.

Marsden, Peter. 1974. *The Wreck of the Amsterdam - 1749*. London: Hutchinson & Co Ltd.

Martin, A.D. 1931. *Dr Vanderkemp*. London: Livingstone Press.

Martin, C. & Flemming, N. 1977. *Underwater Archaeologists*. London: [s.n.]

Mostert, Noël. 1992. *Frontiers. The Epic of South Africa's Creation and the Tragedy of the Xhosa People*. London: Jonathan Cape.

'N.E.' 1829. *The Life of a Midshipman*. A tale founded on facts and intended to correct an injudicious predilection in boys for the life of a sailor. London: Henry Colburn and Richard Bentley.

Norway, Arthur Hamilton. 1895. *History of the Post Office Packet Service between the years 1793-1815*. London: Macmillan & Co.

Pama, C. 1972. *Heraldry of South African Families*. Cape Town: A.A.Balkema.

Pama, C. 1975. *Regency Cape Town*. Cape Town: Tafelberg.

Parkinson, C. Northcote. 1948. *The Trade Winds*. London: George Allen and Unwin.

- Payne, A.I.L. & Crawford, Robert J.M. 1989. *Oceans of Life off Southern Africa*. Cape Town: Vlaeberg Publishers.
- Peires, J.B. 1981. *The House of Phalo. A History of the Xhosa People in their Days of Independence*. Johannesburg: Ravan Press.
- Peterson, Mendel. 1965. *History Under the Sea*. City of Washington: The Smithsonian Institution.
- Pringle, Thomas. 1835. *Narrative of a Residence in South Africa*. Reprint edition, Cape Town: Struik. 1966.
- Prior, James. 1810 & 1811. *Narrative of a Voyage in the India Seas in the Nisus Frigate*. London: Richard Phillips.
- Raper, P.E. 1987. *Dictionary of South African Place Names*. Johannesburg: Lowry Publishers.
- Raven, G. (ed). 1992. *The East Indiamen*. Madrid: Seafarers.
- Richardson, William. 1908. *A Mariner of England: an account of the career of William Richardson from cabin boy in the merchant service to Warrant Officer in the Royal Navy (1780-1819) as told by himself ; ed. by Col. Spencer Childers*. London: John Murray.
- Roux, W. J., (ed). [s.a.]. *Groote Schuur*. Cape Town.
- Sales, Jane. 1975. *Mission Stations and the Coloured Communities of the Eastern Cape. 1800-1852*. Cape Town.
- Sayer, Robert & John Bennett. 1781. *The East India pilot or Oriental navigator containing a complete collection of charts, maps, plans etc for the navigation of not only the India and China seas but of those also between the British Isles and the Cape of Good Hope with sailing directions*. London: Printed for Robert Sayer and John Bennett, Fleet Street.

- Schauder, Colin, D. 1970. *The Historic Village of Bethelsdorp*. Port Elizabeth Series No 2, edited by A.Porter. Port Elizabeth: The Historical Society of Port Elizabeth & Walmer.
- Sellick, W.S.J. 1904. *Uitenhage Past and Present. Souvenir of the Centenary 1804-1904*. Cape Colony: W.S.J. Sellick.
- Silva, Penelope. 1992. *The Albany Journal of Thomas Shone*. Cape Town: Maskew Miller Longman.
- Simkins, Tom & Fiske, Richard S. 1983. *Krakatou: The Volcanic Eruption and its Effects*. Washington: Smithsonian Institute.
- Stavorinus, J.S. 1798. *Voyages to the East Indies, 1768-1778*. 3 London:[s.n.]
- Stockenstrom, A. 1964. *The Autobiography of the late Sir Andries Stockenstrom*. Cape Town.
- Sym, Colonel John. 1962. *The Seaforth Highlanders. Regimental History of the 78th Regt.*
- Thom, Alexander. 1845. *An inquiry into the nature and course of storms in the Indian Ocean south of the Equator*. London: Smith, Elder and Co.
- Theal, George McCall. (ed.) 1898. *Records of the Cape Colony, Vol II*.
- Theal, George McCall. 1893-1905. *Records of South-Eastern Africa*. I-IX. Printed for the Government of the Cape Colony.
- Theal, George McCall. 1898 -1902. *Records of South-Eastern Africa*. I-VIII. Printed for the Government of the Cape Colony.
- Thunberg, C.P. 1795. *Travels in Europe, Africa and Asia, 1777-1779* 4 vols. 1:113 London:[s.n.].
- Turner, Malcolm. 1988. *Shipwrecks and Salvage in South Africa 1505 to the Present*. Cape Town: Struik.

Urquhart, Colin & Klages, Norbert. 1996. *East to the Isles. The Story of the Bird Islands of Algoa Bay, South Africa*. Port Elizabeth: Bluecliff Publishing.

Upham, N.E. 1983. *Anchors*. Aylesbury: Shire Album.

Van der Merwe, P.J. 1945. *Trek*. Cape Town:[s.n.].

Van Linschoten, J.H. 1596. *Itinerio*. Amsterdam:[s.n.]

Van Onselen, Jean. 1996. *The Growth of Uitenhage and the Development of the Railways*. Uitenhage:Simon van der Stel Foundation.

Waghenaer, Lucas Jansz. 1592. *Het Threshoor Der Zeevaer*.[s.l.:s.n.].

Welch, S.R. 1951. *Portuguese and Dutch in South Africa, 1641-1806*. Cape Town: [s.n.].

White, Thomas, jun. 1848. *The Theory and Practice of Shipbuilding*. London: John Johnstone.

Wilcox, A.R. 1984. *Shipwrecks and Survival on the South East Coast of Africa*. Winterton, Natal: Drakensberg Publications.

Wilson, C. 1945. *Holland and Britain*. London:[s.n.].

Wise, Henry. 1839. *An Analysis of One Hundred Voyages to and from India, China & performed by ships in the Hon. East India Company's service*. London: J Norie & Co.

Witsen, Nicolaes. 1671. *Aeloude en Hedendaegse Scheeps-bouw en Bestier*. Amsterdam.[s.n.].