

Dec 25. Similar weather conditions to above Bar 30.88. Christmas day, so no work or collecting done. Fine weather during the night.

Dec 26. Light variable air, very hot, fine Bar 31.10. Sabbath day observed. Fine weather during the night.

Dec 27. Light variable air, fine, Bar 30.02. Last boat ashore at daylight to give notice of our departure. 0100. Stopped and started off under sail. 0130. Arrived and anchored at Rambula Bay in 5 fathoms. Mr. Beck ashore collecting. Close getting fresh water from the stream and various other work on board. Given liberty during afternoon to work in the vessel. Fine weather during the night.

Vessel pumped dry daily as required.

Yacht "France"

Dec 28. 0400 AM. Stove up and proceeded out with engine, which failed soon after vessel was headed out, cut all sail and continued with light E'ly breeze. Wind freshened during fore noon and continued during afternoon 3 PM - 3.45. Stove to while. Mr. Beck went off with small boat to school. Wind fell light about 7 PM and finally fell calm. 11 PM - 1215. Stopped engine to Round St 57 T. Wind light all night.

Dec 29. Fine E wind at 5 PM, and stood S, tacked at 7 AM. and returned for Botham Anchorage. Wind fell light again and started engine at 11 AM. 1230 PM. Anchored at (Beach) End of Anchorage. Boat ashore with Mr. Beck (and both on two loads of fresh water. 12.30 very heavy surf.

Dec 30. Light variable wind, fine, Bar 30.02. Surf on beach going down. Mr. Beck and Hicks ashore collecting. Crew employed painting at ship. 5.30.17. All on board again, and toasted boat. Fine weather during the night.

Dec 31. Similar weather conditions. Bar 30.06. Mr. Beck ashore taking photographs of natives, Hicks and Hill away for collecting. 5.30. All on board again toasted boat. Fine weather during the night.

Jan 1. Light variable wind, fine, cloudy weather. Bar 30.06. 1927. Two years day. No work carried out. Been allowed shore liberty. Fine weather during the night.

Jan 2. Similar weather continues. Bar 30.06. Sabbath day observed. Fine weather during night.
Yacht "France"

Jan 1. Light variable air, Bar. 29.96

At Bex, Hicks and one man ashore collecting
    crew bailing new for clay sink and varnish.

Jan 3. 4.45. Have up and proceeded out from
        Plummer, Bar. 29.97, 4:16 AM. Used engine:
        Light E. by wind.

8:59 AM. Started engine, down sails.

9:54 "". Anchored and anchored at Touchy Pt,
        Venetian Island.

9:30. Beck and Hicks ashore collecting and crew
        getting fresh water from abeam.

Jan 4. Light variable wind, veering, very hot, Bar. 29.96.

9:30. All on board again.

6:00 PM. Very heavy thunderstorm and lightning,
        continuous heavy rain till 9 PM.

Anchor watch kept.

Jan 5. Light S. by wind, overcast, Bar. 29.96

6:30 AM. Have up and started engine at 6:37 AM.

6:55 PM. Sailed, left the anchor before her
        departure, to go to Mr. Freeman's plantation.

To work, he amassed to date were transferred
        to George Treffile for whom he received

8:15. Anchored off the Waterfall, 6 1/2 miles north.

of Touchy in 3 fms.

9:00 PM. Beck and Hicks ashore collecting.

Barometer falling from noon on, 29.84 at 4 PM.

All on board at 5:30 PM. Started boat 6:30 evening
        and left all ready for getting away.

7:00 PM. Thunder, lightning & heavy rain.

9:30. Bar. 29.94. Weather looking better, rain all
        night till dawn.

Anchor watch kept.

Vessel pumped dry daily as required.

Jan 6. Light variable air, Bar. 29.90

In Bex, Hicks and one man ashore collecting,
    crew bailing new for clay sink and varnish.

5:38 PM. All on board again. Anchor watch kept.

Jan 7. Similar weather to yesterday Bar. 29.94.

In Bex, Hicks and one man ashore collecting,
    crew variously employed.

6:30 AM. All on board again. Hoisted boat
        Anchor watch kept.

Jan 8. 5:10 PM. Have up and proceeded under
        sail towards Loura. Light variable air
        6:17 PM. Town main each and now to awaiting
        daylight, fine weather during the night.

Jan 9. Wind in to the land at dawn, turning
        for Big Bex. Engine fails 11:20 PM.

8:31 AM. Anchored and anchored. Town Bex,
        fairly landed for collecting.

Anchor and passing a hoarse.

Anchor watch kept.

Jan 10. Light S. by wind, overcast and cloudy Bar. 29.90

In Bex and Hicks ashore collecting.

5:30 PM. All on board again. Hoisted boat
        5:59 PM. Have up but got away under
        engine power till 5:34 PM, the cat oil sail.
        Heavy rain at 10:17 PM. Went down main and
        line to wind variable.

Jan 11. Stand in at dawn and extend Segal Channel
        at 7:30 AM. Engine started at 10:52 AM.

11:07 AM. Arrived and anchored at the民主
        line making and painting the cabin
        continued. Rain a howers Bar. 29.92 (avg)

Jan 12. Light variable wind, heavy howers. Bar. 29.90

7:30. Master arrived at 6:07 AM. and by
        for some M. Down to join the French.

5:45 - 4:15 PM. Sailing to Lourangeale.

Anchor watch kept. Bar. 29.82 at 4 PM.

Vessel pumped dry daily as required.
Yacht "France"

Jan 13 Light N by N. large, heavy overcast sky, seas rough. Showing Showers. Bar 29.o 20 PM.

Mr Rich and Mr. Browne ashore after noon collecting. Heavy showers at times. All on board by 6 PM. Bar 29.82 at 11 PM.

Boats hoisted and anchor weighted.

Jan 14 Light W by S wind, gray overcast sky Bar 29.85

5:00 PM. Hoist up and proceeded under sail.

3:25 "Slipped engine and all sail set. Barge proceeded later, passed Big Rock, etc. at 11:30 PM. Started engine at 1 PM and at 1:30 PM anchored at Red Cliff, Acton on S side, boat contacts with party collecting.

Jan 15 to 21st Vessel remained at Red Cliff during this time, parties going out collecting daily with the exception of Sunday. Heavy rain at times, wind rolling and pitching to the ground swell.

Boats employed painting cabin and moving anchor weighted.

Jan 21st 4:50 PM. Hoist up and proceeded under sail.

3:16 "All sail set, slipped engine, wind variable during night, passing showers.

Jan 22 Close in to the land at daylight, stood on up the coast to find our anchorage.

7:30 PM. Started engine for 5 minutes to make Aurora 50 anchoring at Cascade in 12 fathoms. Bar 29.82 Hicks ashore collecting.

Jan 23 Light S by W (52) fine weather Bar 30.05

All day observed.

Jan 24 Moderate S by W wind, fine weather. Bar 30.05

Boat away at 6:30 PM with party collecting. Crew employed filling fresh water tanks. 6:30 PM. All on board again hoisted boat.

Fine weather during the night.

Vessel pumped dry daily as required.

Yacht "France"

Jan 25 5:30 PM. Hoist up and proceeded under sail.

3:42 "Started engine, wind light and variable.

8:45 "Arrived and anchored in a bay 10 miles north of the cascade in 9 fathoms.

In Beach, Hicks ashore collecting.

Boat employed setting up jobs stays.

7:30 All in boat again.

Jan 26 Kind S S.W. Light, fine weather Bar 29.98

Wished 2 of the crew ashore collecting.

Remained variously employed.

All on board at 8 PM.

6:00 PM. Hoist up and proceeded under sail for the North end of the Island.

Jan 27 10:30 PM. Hoist up and left anchor, kept by astern.


Wind fell calm and continued during night.

Jan 28 Similar weather conditions continued. But Beach away with small boat collecting sea fish


Fished in afternoon, but Beach away fishing again.

Jan 29 Light variable winds. Bar 29.98

Wished 2 of the crew ashore collecting.


Wind came away from W N.W. and freshened.

Jan 30 Squally with heavy rain early AM.

Fished to at 1 PM.

Fished again at daylight and sighted Two Rocks on Tash bow, thick rain afterwards. Began to list advantage towards the Island during the day.

Jan 31 Strong N W wind and rough sea.

Begun towards Island under reduced sail.

Vessel making much water, pumps kept up.
Feb 1. Moderate W. gale and strong squalls with rain. Heavy sea, vessel plunging violently and heeling over. Aft, the lee deck was covered with water. The lee deck and boom were carried away in a heavy squall. Brought ship to wind for stay sail and double reef main sail. Heading E. NE. P.M. More shift to SSW and continued all night. Vessel making a lot of water.

Feb 2. Wind and sea moderating.

All hands repairing head gear from day to night till 8 A.M. when we proceeded under all sail, bearing towards the Island.

Feb 3. Indicated light W wind and sea. 11.45 A.M. Started the engine and steered for Island.

12.15. Arrived and anchored at Jubilee Isd. in 12 fms water, Island bearing 15 W. Brought away with 2/3 full steerageway.

3.30. Boat returned, unable to land for the heavy surf. Hope of and got away under all sail, wind light and variable. Freighted up at 1.15.

Feb 4. Thick rain and squalls, reduced sail. W. NW and sea increasing, steering towards the Island. Hope to at sun down.

Feb 5. Made sail again at day light and continued steering to best advantage. Hope to at sun down. Raining all day.

Feb 6. Made sail at day light, heavy rain and squalls. Blowing all day. The shoals after breaking of main rigging carried away, just before noon in a small uneven sea. Vessel was put in a poor condition and we could not make any head way all the time and pumping.

Feb 7. Observed Cherry Isd at 3.30 P.M. to windward locked ship at 2 P.M. and made all sail.

10.50 started the engine. 11.32. Arrived and anchored at Cherry Isd in 6 fms, highest part of Isd bearing 33 W. Cleared, steering on course, impossible to land. The natives came off the ship swimming and brought ginger in an afternoon by the same method.

Feb 8. Indicated W wind at day light and very more moderate.

Sticks landed for collecting gum and gumming poles from land. Returned at 11.40.


Feb 10. Indicated all sail again at 11 A.M. and at 1 P.M. found B. Isd bearing 33 W. had been set 20 miles to the east during night. Rounding all day towards the Island.

Feb 11. At Island at dawn and wind full.

0.45. Lighted the Island at 11.45 bearing W. E.

Feb 12. Stood in for the south end at day light and at 2.45 P.M. anchored in 1 fms at Sambai Island, south east side. Sounded with boat action of vessel and found 2 fms, no sign of land. Early anchor collecting, returned at 7 P.M.

Feb 13. Squally all night, anchor weighted all night.
Feb 12. Foul W. dog and equally with a main
Boat away with collecting party at 8 A.M., remainder of crew employed
repairing head gear and variously
bucket cleaning about and grinding at
the cable probably dragging it over the reef.
6 T.m. Have up and started off under
sail, but had to leave to as the Islander
who were on board refused to swim
ashore and as there was only one canoe
out on the boat. Had to make two hops
to the shore. Engine was used a short time
9:30 got away under all sail.
Thunder, lightning and heavy rain equally.

Feb 13. Ship taking all daylight. Bar 29.95
Winds continually veering and backing.
Confused sea with big white swell.
From Position 12° 30' 2. 1/2 76 1/2 
Winds steady from N. N. E. sea more regular.
Passed the light at 6 T.m.

Feb 14. Sank to S.W. at 7 A.M.
Light F. W. dog, moderate sea. Sun Rises
From Position 2° 32. 5. 167. 3. 51 E.

Feb 15. Lighted with the day light.
Light variable winds and calm sea.
12:30 - Started the engine
1:00 - Calmest of the day.
3:00 - Arrived and anchored at Palm Bay.

Feb 16. Fine weather during the night Bar 23.5.

Feb 17. Light breeze, fine weather. Bar 30. 07.
Repairs to rigging, pump, and
chain plates continued all night
at same time with possible.

Feb 18. Similar weather conditions.
Winds away on yesterday.
Also getting fine wood and water.

Repairs now finished and being
set up. Carpenter making of
wood coat pump as a stand by.

At 11 A.M. To windward and
ordered the crew to leave off work
and get the vessel underway,
they refused to obey and stated
that they had been working all
the week and also for the previous
three Sundays and required a rest.
We agreed to go to sea at daylight.
Fine weather throughout the day.

Feb 21. Sank up at 6:30 A.M., and as the wind
was light, started engine at 7 A.M.
Passed out of reef at 9.15 A.M., stopped
engine, wind light F. W.

Feb 22. approaching Santa Cruz during the
day, heavy sea bowing in the light.

Lighted Santa Cruz at daylight, wind
light and variable with heavy shows
throughout the day.

Sailing to best advantage towards
the Island. Sky clearing at once.

Making a lot with vessel is
pitching into head sea.
Yacht France

Feb 23. Wind SW and variable frequent heavy showers, lightning, and rain on north end of Santa Cruz. 3:30 p.m. Started the engine and at 3:25 a.m. arrived and anchored in a bay East of Cape Byron in 13 fms. Fine weather during the night.

Feb 24. Wind from the East and light. Bar 30.10. Boat ashore with party collecting at 6:30 a.m. Crow variously employed. 8:30 a.m. Boat returned, all in boat. Very fine weather; wind Ealy 3 variable.

Feb 25. Boat ashore at daylight for water and at 7:45 a.m. rose up and proceeded with engine till 8 a.m. 10:25-10:35 a.m. Engine used for working and anchoring at Byron Bay. Boat ashore on arrival with party for collecting. All on board by 5 p.m. and hoisted boat. Fine weather during the night.

Feb 26. Light variable wind and fine weather. Boat away at 7 a.m. with party. 8 a.m. Bar 30.10. 9-10 a.m. Very heavy rain showers. Crew employed painting and cleaning up the boat etc.

5 a.m. All on board again and hoisted boat.

Feb 27. Heavy rain showers during the night. Foul weather all day and during night

Feb 28. Light variable wind, cloudy sky. Party away collecting at 7 a.m. Bar 30.10. Very heavy rain at noon from 9:30 a.m. to 11:30 a.m. Crow variously employed. All on board by 5:30 p.m. Hoisted boat.

Pascal pumped out daily as required.

Yacht France

Feb 1. Fine weather during the night. Have up at 6 a.m. Engine from 6:30 to 6:35 a.m. Light N. E. wind, standing over to Tinnakula. Wind light and variable rain showers from 11 a.m. on, boiling to windward. Used to best advantage. Current taking us away from Island.

Feb 2. Wind light and variable during early morning, about 6 miles off all day. 7 a.m. to 2:30 p.m. Engine used to take us in; boat ashore with the pack.

Drove down to the head and in again as required. Engine used for 4 hours throughout the day.

Ticked off boat at 14:30 p.m. and stood off under full sail 9 a.m. and all night. Very heavy rain from 10. 1 a.m.

Feb 3. Heavy rain all morning, island visible at times, made all sail at 10 a.m. and passed to the southward of it at 1 1/2 p.m. Heavy showers, tacked ship to best advantage. Wind fell light and calm from 8 p.m. current taking us fast to S.E. Reaching Santa Cruz about 1 1/2 miles off.

Feb 4. Rain in sight at dawn. Tacked about 16 miles from Tinnakula. Engine from 10 a.m. to 12:45 p.m. Boat away collecting party and wore with lots off under all sail. Tacking and as required during afternoon. Ticked off boat at 5:30 p.m. 5:45. South end of Tinnakula abreast.

After dark we observed the
March 14. While 7/10ths of the isles were covered with red hot lava, running down the sides of the mountains right to water level. This continued all night. Some slight explosions were heard while close to isles. Volcanic ashes fell on deck.

Wind light all night and scarcely making much headway owing to the current running to S.E.

March 15. Wind light from the East and N.E. 30-81.

From Tarawa Debo Weke 3/4 mile distant similar weather conditions during afternoon and night.

March 16. Light Eastly breeze, passing showers Bar. 29.77.

From Tarawa 10-3 1/3 164° 5/8.

Similar weather conditions to above.

March 17. Light breeze and passing showers.

From Tarawa 10-4 1/3 163° 4/12.

Wind variable and calm.

March 18. Similar weather during the night.

9 30 PM. Observed the land on port bow:

From Tarawa one Rock (Island Rock) 8.7 1/3 miles.

4 30. Started engines, heavy rain over land.

6 15. Approaching the reef, heavy rain squalls. 6 22. Crossed and anchored in Pofoa Bay.

Heavy rain during the night, anchor watched tight.


Rain showers at times. 9 AM. Bar. 29.75

After 8 AM very heavy continuous rain, crew employed about the deck.

All on board by 5 17 PM.

March 20. Similar weather during the night.

Boat away at 6 30 with party ashore. Return by 5 30 PM. Crew variously employed.

Vessel pumped out when required.

March 21. Continuous rain during the night Bar. 29.75.

Boat away with collecting party at 8 AM.

Crew variously employed about the deck.

Hicks returned at noon with news. Hicks also left. 21 29.71.

Tecumah showered during the night.

March 22. Day, cloudy weather Bar. 29.78.

Boat ashore with due to Port 6 30 AM.

Doctor and Hicks went later.

Rain during afternoon and evening.

All on board by 3 17 PM.

March 23. Cloudy and passing showers Bar 29.75.

Slight day cleared, all hands ashore for dinner at Pofoa Bay.

Suddenly short puff of wind during the night.

March 24. Moderate S.E. wind, fine weather 30.00 PM.

Boat ashore with collecting party at 7 AM.

Crew employed at various work and painting outside. Heavy show at 3 30 PM. All on board by 5 17 PM.

Fine weather during the night.

March 25. Beryl, overcast and passing showers.

Crew variously employed.

Boat with collecting party away at 10 PM.

All on board by 4 17 PM. Rain showers during the night.

March 26. 5 20 PM. Crew turned to getting ready for departure. 6 15 Anchor astern. 7 Started engine, sail set but very little wind.

Heavy rain while off Cape Debo.

8 30. Named anchorage at St. Peter's Harbour in 16 fathoms ahead of Island Bar. 30.04 PM.

Boat ashore with collecting party at noon.

All on board by 6 17 PM.

Fine weather during the night.

Vessel pumped out as often as required.
**Yacht France**

March 17. Sailing S.W. breeze, overcast, and light rain.

The Beck away with small boat at 7 A.M. Crew employed mixing paint and getting ready for painting ship.

Doctor & Sticks away or Anchor 1st collecting

All on board by 6 P.M. Fine, calm weather.


Small boat away with The Beck & Sticks at 6 A.M. Crew employed painting ship & rigging.

Went back to all around by 8 P.M.

All on board again at 8.20. Fine, sunny day.

March 19. Saline 5 P.M. Light & variable weather. Bar 30.05.

The Beck & Sticks away collecting.

Crew variously employed. The salmon eaters arrived from the north during the afternoon.

Went back to all around by 8.10. Fine in calm during night.

March 20. Similar weather during the day. Salt bath day desired.


Both boats away at 6.30 A.M. with collecting party for fresh water.

All on board by 6 P.M. for during the night.


April 2. Wind from north 3.75 freshening and equally with rain. At 7 P.M. the S.S. Malahat arrived and anchored close to vessel during dark.

April 3. North wind and passing showers. The Beck over to the schooner h yawing stores. Waite cleaning up, while going to the Eastward. Vessel pumped out daily as required.

April 4. Left Star Harbour with engine.

Variable wind and passing showers.

Boat shifted engine.

8.30 P.M. Stopped up again, very heavy rain

9.51 P.M. Towed out.

April 5. Towed out to 3 and anchored in Vezozi Bay at the B.C. Mission in 14 fathoms.

April 6. Variable winds, fine, cloudy weather.

Tasted away collecting. Remainder of crew attempting to get fresh water from the beach.

April 7. Light variable winds, cloudy weather.

8.30 A.M. Proceeded with engine.

2.30 P.M. Out of engine and drifted about till 3 P.M. when the engine was started again. We made for Kina Kina at which place we arrived at 9 A.M. at 5.46 P.M. In the evening, the government official landed and reported the evening fine during the night.

April 8. Light variable air & Fine weather.

The Beck & Sticks away collecting.

Crew getting fresh water from the government House, a long way to carry it to the beach.

April 9. Similar weather continues.

The Beck & Sticks away collecting.

Crew variously employed.


Salt bath day desired.

April 11. 6.45 A.M. Stopped up & proceeded under sail with light 3.8 breezy.

Wind fell light soon after having gone to anchor at 10 P.M. 3.07.

For Beck & Sticks ashore collecting till 7.30.

Vessel pumped out dry as arranged.
Yacht "France"

April 11 (continued)

9:30 PM. Hoist up proceeded with E. E. S. N.E. breeze, variable to light.

11:00 PM. Started the engine and had a little headway and by midnight becalmed. Close hauled.

April 12

Similar weather conditions during the night.

11:30 PM. Started the engine and by 1:00 AM. we were anchored in Toulon Bay, U.P. and Beal & Hicks away collecting.

April 13

Fine calm during the night.

Party saloon at 9:00 PM. collecting.

Crew variously employed.

April 14

4:00 PM. The engine finished.

9:30 PM. Arrived & anchored at a village 1 mile south of Cape Bozende.

Wind freshening from Eastward, cloudy sky.

April 15

8:30 PM. Started the engine.

12:30 PM. Arrived & anchored in Narrows Sound at 5:00 PM. 14th hour.

April 16

Light variable winds, fine weather.

5:00 PM. Arrived & Hicks landed for collecting. Crew employed sanding the bright work.

April 17

Fine weather continues.

April 18

Fine, calm weather.

Boat 30.00.

Beal & Hicks away collecting from the sound to the lower end of Beagle Island.

April 19

Similar weather continues.

Beal & Hicks away collecting.

Crew variously employed.

April 20

Fine weather, light variable wind.

Boat 30.00.

Beal away collecting alone.

Crew variously employed.

April 21

4:00 PM. Started the engine.

5:00 PM. Arrived & anchored under the sound.

Crew employed sanding the decks.

April 22

Fine weather during the night.

Wind fresh from NW with overcast sky.

6:00 PM. Started the engine and proceeded down channel with engine.

8:00 PM. Anchored at a bay south end of Beagle Island.

April 23

All on board again.

8:45 PM. Shifting to anchorage 2 miles up Channel.

Crew pumped out daily as required making up gently.
Yacht France
At Narooma Sound

April 23. Fine weather during the night.
8 A.M. Party landed for collecting. Began to
bulldoze, which made our work
3 P.M. All aboard again.
Very strong sides running in to the anchorage.
April 24. Fine, fine weather.
8 A.M. Took photographs.

April 25. Full overcast all day. Light SW.
6 P.M. Have up, proceeded with engine
out of Narooma Sound and up along
the coast close in shore.
8 P.M. Arrived and anchored at Narooma in
25 fathoms. Opposite lots from house.
Very little wind.
8 P.M. All on board again.
Some showers during the night.

April 26. Light SE. Fine weather.
1 A.M. Party landed for collecting.
Blew sand papering the porch and ship.
6 A.M. All on board again.

April 27. Similar weather conditions.
8 A.M. All out. Work away collecting.
Blew variously employed, cleaning ship.
6 P.M. All on board again.

April 28. Light SE, fine weather.
9 P.M. Have up, and set all sail.
2:35—100 Engine used till large freighters
going along the Guadalupe coast.
6:30 P.M. Set a course for Baranagas.
11:30 P.M. Started the engine
midnight. Entering the harbour.

Vessel pumped out when required, making
a lot of water daily.

Yacht France
At Tulagi

April 29. 1 P.M. Arrived and anchored in
Tulagi Harbour opposite the town.
3 P.M. Regulation lights exhibited.
6 P.M. Reck anchor to post office for
ship mail.
11 P.M. To Bed. myself. Doctor asks to
report annual to government office.

April 30. Calm and light airs during the night.

Water nurse went to hospital this morning
and Charles Thorne AB was sent during
the afternoon for treatment for typhus.
April 30. 2 A.M. Some rain during the day.

April 1. Light variable airs in morning and
sundays evening with a heavy rain
shower.

June 1. AB walked to hospital for
treatment similar to B. Thorne.

May 2. Light variable and fine weather.

Thought to get engineers to come off to
overhaul the engine, all very busy.

Standing at work on steering gear,
Blew variously employed painting outside.

May 3. Fine weather. Master came and
finished the steering gear.

May 4. Fine weather. Mr. Adams, the engineer
came over to inspect the repair
started on some of them.

June 5. AB. Thorne discharged from hospital.

May 5. Similar weather continues.
Engineer at work on repairs.
Blew assisting with the work.

Vessel pumped out daily as required.
May 6th to May 12th. The vessel remained at the same anchorage and took in stores and did various jobs.

May 13th. At 7 P.M. to day, the north, tawoa, went away and it was not until 10 P.M. that George 5-29 the crew, cleared the crow's nest to do a diving job. They were successful in fixing the rigging to save the sunken vessel.

May 14th. Proceeded to sea with engine 5-15. The owners of the vessel and slipped engine, very little wind from NE. Variable during afternoon and strong tide against us from 1 P.M.

May 15th. Fine weather during early morning.

May 16th. Started the engine at 8 P.M. Arrived & anchored off the government station at Ula. Boat carried to shore and collecting party. All on board by 8 P.M.

May 17th. Heave sea at 7 P.M. & continued at intervals during the night.

May 18th. Light breeze and overcast sky. Bar 30.25 in.

May 19th. Light breeze and overcast sky during forenoon. Lunch later. Sabbath day observed.

May 20th. Vessel pumped out daily as required.

May 21st. Light breeze.

May 22nd. Light breeze. A thick fog at 7 A.M.

May 23rd. Light breeze. Arrived at 8 A.M. Wife landed for collecting at 1 P.M. All aboard by 3 P.M.

May 24th. Light breeze. A thick fog at 7 A.M.

May 25th. Light breeze. Arrived at 8 A.M. Wife landed for collecting at 1 P.M. All aboard by 3 P.M.

May 26th. Light breeze. Arrived at 8 A.M. Wife landed for collecting at 1 P.M. All aboard by 3 P.M.

May 27th. Light breeze. Arrived at 8 A.M. Wife landed for collecting at 1 P.M. All aboard by 3 P.M.
Yacht "France"

May 21 Light variable wind, overcast and rain. Sailed at 3 p.m. off Baringo. Arrived at 11 p.m. after much trouble in getting it up. Started the engine at 6 a.m. after much trouble in getting it going.

May 22 Calm and light airs. The engine not ready for departure. Started at 5 p.m. and later it refused to start. Airship abandoned and Mr. Beck landed for collecting. Tried fixing the engine.

May 23 Calm and light airs. Mr. Beck returned at 2/3 p.m. Line up. Proceeded at 2/3 p.m. under engine power through the channel around Isla Azul.

May 24 Calm and light rain showers. Arrived and anchored in Port Purvis. Line during the night.

May 25 Calm and light variable airs. Mr. Beck landed for collecting. Crew variously employed. Crew on board by 6 p.m. Line during the night. Vessel pumped out during the day as required.
May 29. Light SE breeze and smooth sea during the forenoon. Bar 30.50. Started up late and had a rough sea till about 6 P.M. Light breeze, smooth and fine during night.

May 30. Calm and light variable air. Bar 30.14. Party landed for collecting at 6:30 P.M. Started away to 60 fathoms of cable on T.S. Crew employed in picking the cable and cutting out the lockets. All on board by 6:30 P.M. Swell from the S.E. started at 8 P.M. and continued all night. Vessel rolling heavily and had to keep pumping as she makes a lot of water.

May 31. Light S.E. wind and fine, the swell continues and vessel rolling. Party landed for collecting at 7:30 P.M. Fished 4-8 B. laid up with locally, remainder of crew rolling down meal, which we drew from the plantation here.

June 1st. Light S.W. breeze and smooth sea. Bar 30.04. Party landed for collecting at 8 P.M. Fished 4-18 B. still laid up. Remainder of crew employed in picking the cables. A hard squall from the S.W. with driving rain at 3 P.M. Vessel started to drag, as let go the T.S. All on board by 5:30 P.M. Weather cleared up and continued so during the night. Vessel pumped out daily as required, making a lot of water even in fine weather and smooth sea.

June 2. Light Ely breeze and smooth sea. Bar 30.02. Found at daylight that we had a sound line in cables. Set to work to clean same. Bar B. landed for collecting. Foger A.B. still laid up with flour.

Started to leave away at noon, the engine having refused to start after much trying and got away at 12:30 under sail. Passed very close to Romma Bay.

Breeze freshened up and sea becoming rough. Sailing for north end of Java and anchored on the west side of the Island in 46 fathoms water. Very strong tides running at the anchorage, line during the night.


June 4. Light variable breeze, dull & overcast. Party landed for collecting at 7 P.M. Equally and rain showers from noon. 3 P.M. Store up and got away under sail, wind variable and light. Sailing to best advantage during the night with tide against us when we had.

June 5. Light variable winds and calm smooth sea, fine 3 very hot. Vessel drifting with the tide. Similar conditions during the night. Vessel pumped out daily while in port, frequently at sea. Paddling much water.
June 6, 1927

Light breeze, dull and overcast. Bar 30.12. At 25 a.m. the vessel close to the land. 7 a.m. Started the engine and made for South end of Tonga Island, having passed this we steered to pass in front of Syflava Reef. At 6.35 a.m. the vessel struck the reef extending from the SE end of Tonga Island and stopped. Kept the engine running but none. Found then we were stuck fast. Sent up water from main mast yard. Boat over and hedges put out and line hove light. Started to shift all the stores from aft to as far forward as possible. At 8 a.m. we moved off easily and hove up the hedges. 8.43 a.m. Anchored off Tonga Island in 19 fms with 45 fms chain. After anchoring the crew and myself examined the ship's bottom by diving and it was found that about 2 ft of the copper plating on the keel, 9 ft up from the bottom, the main mast, had been torn off. As far as could be ascertained this was the only damage done. We entered the harbor in the way stated or so as to save distance of possible because the engine was running on two cylinders. During the afternoon Mr. Adams, the engineer, examined the engine and Hicks started to take it down for overhaul. Vessel pumped out daily as required.

June 7

Calm and light variable in the morning, moderate to fresh breeze in the afternoon. Bar 30.06. Hicks and one man employed overhauling the engine. Crew getting the masts scraped down. Spalter & B started work again. Fine during the night.

June 8

Similar weather conditions to yesterday. Engine overhaul continues, sent up cylinder arch for repair. Crew finishing the masts.

June 9

Calm and very hot during forenoon. Current and passing a shower from 4.15 to 5.15. Crew scrubbed half the main boom. The weather down to close paint work. Fine during the night.

June 10

Light & hazy and fine clear weather. Bar 30.06. Crew basically employed. Finished the main boom. Very heavy rain in the afternoon. Fine till midnight, then very heavy rain and strong squalls till 2 a.m.

June 11

Calm and light airs. Bar 30.11. Crew variously employed. Hicks and one man working at the engine. Fine all day and during the night.

June 12

Calm and light E & E. Fine. Noth day observed.

Fine during the night.

Vessel pumped out daily as usual, makes a lot of water, but not more than before we struck the reef when entering this port.
Yacht "France"

June 13 Light E.S.E. breeze, fine clear weather. Bar 32.08.
At 3 p.m. the deck crew went over to guarantee in the forenoon.
Pumped up the fresh water tank from the pontoon wharf in the afternoon.
Fine during the night.

10 a.m. Thirteen boys from Makambo came off and started to scull the vessel's bottom.
10:30 Finished the sculling, made a fairly good job of it.
Good started to paint the top sides.
Moderate Ely breeze – shower in the afternoon.
A total eclipse of the moon occurred from about 6 p.m. to 8:15.
Fine during the night.

June 15 The S.S. Frataram arrived during early a.m.
Balm and fine clear weather. Bar 30.87.

From this date to July 1 the vessel lay at Tulagi getting the engine overhauled.
The crew were variously employed at jobs about the decks.

July 1 5:35 A.M. Hoist up and proceeded out, but the engine soon gave trouble and so returned to anchor at 7:00 p.m.
9:30 - 10:30 Fired the engine again.
10:30 - 11:40 " " " "
Decided to remain at anchor till it was running in order.
Very heavy rain and squalls during the night.
Vessel pumped out daily as required.

Yacht "France"

July 8 Full, overcast and a shower. Bar 32.02.
4:20 Hoist up and proceeded out with engine running fairly well.
6:53 Stopped engine and set all sail.
2:00 A.M. Proceeded to Hydr select and sea. Steering for Winder of Guadalcanal.
8:00 A.M. Started the engine.
10:00 a.m. Anchored off Vavau in 9 fms.
6:00 P.M. Reck, B.C. Bowmore. Fish landed for collecting; returning at 5:10 P.M.

Collecting party afloat at 8:00 a.m.
Knew employment making new head gear.
All on board by 5:00 p.m.
Fine during the night.

July 10 Similar weather conditions to yesterday.
Sabbath day observed.

July 11 Light variable airs. Full, overcast. Fine.
12:35 Stopped the engine – set all sail at West cape and stood off the land.
Wind freshened up and sea getting rough at 1:00 p.m. The main sail split from head to foot; bent the new one.
8:00 A.M. Started the engine and at 3:00 a.m. arrived and anchored in Winders Bay in 10 fms. water. Smooth water ten fms. But a ground swell runs in.

July 11 Fine weather during the night.

Vessel pumped out daily as required
The made a lot of water when going into a head sea and had to be pumped almost continually.
Yacht "France"

July 12. Light variable winds in Bay, fresh SE. Wind outside. Collecting party landed at 7 A.M. Crew employed repairing mainsail. All on board by 6 P.M. Heavy rain showers during afternoon. Fine weather all night.

July 13. Similar weather conditions to yesterday morning. Party landed at 7 A.M. Crew employed rigging to rig new spreader. All on board by 9 P.M. Fine weather all night.

July 14. Light variable airs, dull overcast. Barometer 30.05. 5 P.M. Leave up and proceeded under engine power towards Cape Hunter. 1 P.M. Arrived & anchored off Baragga River in Bay to W. of Hunter River, in 12 fms. Party landed for collecting. To Dwayne away on board. Crew employed on rigging. All on board again by 6 P.M. Fine during the night.

July 15. Light variable winds in bay, overcast & cloudy. Party landed for collecting at 7 P.M. Crew employed cutting up the old mainsail. All on board by 6.15 P.M. Fine weather during night.

July 16. Similar weather conditions to yesterday morning. Dwayne & Fraser landed for collecting at 9 A.M. Mr. Beck getting gear ready for camping out next week. Crew variously employed. All on board by 8 P.M. Fine during the night. Vessel pumped out daily as required.

July 17. Light breezes and fine clear weather. Calm shot day observed.

July 18. Light variable winds, cloudy but fine at 1 P.M. Party landed to go inland and camp. Mr. Beck, Mr. Fraser & David are to stay ashore, 5 of the crew went with them to carry the gear. Dwayne away collecting returned at 3 P.M. Ill men did not get back till after dark. Fine weather all the time.


July 20. Light breezes, fine weather. A heavy swell setting into the bay from the S.W.

July 21. Similar weather to yesterday. Heavy swell & big break on beach. Yeld to get boat ashore for fire wood, but no wood. Dwayne away collecting in morning.

July 22. Light variable winds of wind.

6 P.M. Mr. Beck & Fraser left to go up the mountains to meet party. Two men (sailors) arrived from the mountains at 4 P.M., for more stores for the campers. Mr. Beck & Fraser failed to return, so we believe they must be staying at Camp.

Vessel pumped out daily as required.
Yacht "France"

July 23
Light breeze, dull & overcast.
20 Drowned away collecting sea birds. Rain started about 2 p.m. and continued till 11 p.m. Brew got a load of firewood in afternoon.
4 p.m. Hicks came on board with birds from the camp. I was not present later. Mrs. Beck, David & Selah left.

July 24
Light breeze, fine, clear weather.

July 25
Similar weather conditions to last. Mrs. Beck left.
20 Drowned away collecting at 7 p.m.
Brew getting fresh water from pond. Hicks said it was not fit for drinking when he came on board, although he had boiled it just before this.

July 26
Light breeze, fine weather.
Brew employed cleaning out the pot after water tank. Afterwards settling it from the sand and silt. Hicks went away collecting in afternoon. All on board by 5 p.m.

July 27
Light breeze, fine, clear weather.
20 Drowned away collecting at 7 p.m.
Brew employed setting up the main rigging and getting some new lines and canvas required. All on board by 5.30 p.m.

July 28
Light breeze, fine, cloudy.
I was not at the camp as I went ashore and returned 2 p.m.
4 p.m. Mrs. Beck, Hicks & David returned from the mountains.
1 p.m. We stopped at a small unnamed lagoon and anchored.
2 p.m. Vessel dragged off, Mrs. Beck & I walked back to lagoon with engine and at 4.45 p.m. anchored again in same place, also put sedge ashore close to reef. Vessel lying fairly well, this is a good place to anchor.
Vessel pumped out daily as required.
Yacht "France"

July 31 Light SE breeze. Fine weather. Vessel lying quiet, hanging to the hedge line, modest of the time. Cable going in the house line within the outside lifts long, put a preventer on it to ease the windlass. Sabbath day observed.

Aug 1 Similar weather to yesterday, in early morning, breeze freshened up about 10 a.m. from W.S.

For Deck, Doctor, Sticks ashore collecting. I went off some fresh meat. Brew getting fine wood all aboard by 8.30 a.m.

Wind shifted round to W.S. with heavy rain about 10.15 a.m. continued from that quarter all night. Vessel during round, lay close to shore, hanging to the T.

Aug 2 Light Breeze, dull overcast.

10 a.m. Let go the hedge line, lifted the anchor. Started to heave up the starboard with all hands. Very heavy heaving with all that chain out. Using engine as required to keep out from the reef.

2.30 p.m. weighed a full head, setting sail as soon as we passed the land bay. 7 p.m. Stopped the engine, proceeded along the coast with fair wind.

Aug 3 Balm, light airs off S.W. Collected as late at 6.30 a.m.

Brew filling the fresh water tank. Hose up & shifted the vessel out into deeper water at 11 a.m.

Heavy rain all night, fine late.

All on board by 5.30 p.m.

Line during the night.

Aug 4 Balm, fine weather. Collected as late at 10.15 a.m.

For Deck, Doctor, Sticks & David away collecting, brew employed washing paint work.

All on board by 5 p.m. Line during the night.

Aug 5 Similar weather to yesterday. For Deck ashore collecting by himself in the noon. Doctor & Sticks ashore in the afternoon. Brew employed at various jobs about decks.

Aug 6 Light E by S.W. Breeze fine.

Doctor & Sticks away collecting, brew scull held vessel round outside.

All on board by 5.15 p.m.

Aug 7 Balm, fine clear weather. Collected Sabbath day observed.

Heavy rain, started out at 8.15 a.m. and continued all night.

Aug 8 Anemost and continuous rain. Brew filled up all the fresh water tanks. Party landed for collecting in afternoon, came land off about 1 a.m.

All on board by 5.30 p.m.

Line during the night.

Vessel pumped out daily as required.
Yacht "France"

Aug 9

Calm, fine clear weather Bar. 30.04
5:30 A.M. Time up to proceed out under
engine power. 1/2 Stern engine.
sail all sail, moderate SE breege, heavy well.
12:50 P.M. Arrived off Murray B. Here to and
sent boat awaay with Mr. H. Beck &
Doctor Drouet. Very deep water all
round Island, no possible anchorage.
4:50 P.M. All on board again and steered
away to the northward.

Variable winds and rain squalls
during the night. Current running to
south, vessel making very little headway.

Aug 10

Variable winds and rain squalls.
A strong squall from SE carried away
the leach of the mainsail. Schools down
and ball same. As the wind continued
light and variable, the engine was
used at intervals when vessel would
not lay her course, steering for Russell.
5:45 P.M. Arrived at Hooper Bay and
anchored in 20 fms.

From time that engine was used 5 hrs. 15 min.
Mr. Beck went away collecting till 3:30 P.M.

Fine weather during the night.

Aug 11

Calm, fine clear weather Bar. 30.02
Mr. Beck & doctor went ashore collecting 5 hrs.
9:30 Time up to proceed out under
engine power. 1/2 stern all sail, stopped engine
light S.E. breeze, vessel making about 4.5 knots.
Wet weather continued during night.

Aug 12

Breeze freshened up a little before
daylight. Steering for south end of
Isabel Is. 3:25. Started the engine
(20 APM) anchored in Isabel Island
Hills Bay) in 10 fms. Line during the night.

Vessel pumped out daily as required.

Yacht "France"

Aug 13

Light SE breege at daylight. Freshened up
after and continued during day.
Dr. Beck & doctor attached auy collecting
left at 7:00 A.M.

5:30 P.M. Heavy rain at 7:00 A.M.

Aug 14

Sail overcast with passing showers.
Wind variable. Slight day breeze.

Aug 15

10 A.M. Started to get vessel ready for sea.

Aug 16

Dull, overcast & squally. Bar. 30.01

The engine and wind full light after
2:00 P.M. Collected away at 6:00 P.M.

Aug 17

Light SW breeze, dull & cloudy.

4:30 P.M. Time up & proceeded under engine
towards Mainland Bay and end of Island.

Wind continued light till 1:00 A.M. Then
moderate SE breege all day till 5:00 A.M.

When a heavy rain squall finished the
steady winds. At 7:30 P.M. Torn
main sail 1 jib and hove to for the
night, as we could not make the
good entrance before dark.

Vessel drifting to the SE with the current.

Wind light and variable all night with
passing showers.

Vessel pumped out daily as required.
Aug 12 Light weather conditions last night.
  10:15 P.M. Started the engine.
  1:40 P.M. Arrived near north of Taringa Lagoon.
  3:30 P.M. Collectors landed at 8:30 P.M. and returned at 8:30 P.M.
  11:30 P.M. Left for the lagoon.

Aug 19 Light SW breeze all day. 9/10ths cloud. Arrived at 8:30 P.M. and returned at 9:30 P.M. Shepard went across to the lagoon to shoot a beast for selling down. Fine during the night.

  7:00 A.M. Started collecting at 7:00 A.M.
  5:00 P.M. Finish up at 8:30 P.M. 9/10ths cloud.
  9:00 P.M. Fine. 9/10ths cloud.
  10:30 P.M. Fine. 9/10ths cloud.
  11:30 P.M. Fine. 9/10ths cloud.

Aug 21 Fine & overcast with light showers.
  11:00 P.M. Fine during the night.

Aug 22 Fine & overcast. Light ESE breeze.
  7:00 A.M. Party left the ship to go camping on the hill. Shortly afterwards it started to rain heavily and continued till noon. The trip to the hills was abandoned till the weather cleared.
  9:00 A.M. Fine during the night.

Aug 23 Calm & light airs.
  8:00 A.M. Fine. Collector left for the hill camp at 6:30 A.M. Only one man, myself, remain on board. Party returned at 8:30 A.M. Fine during the night.

Yacht "Trance"

Aug 24 Light breeze, ESE, fine weather.
  7:45 P.M. Started cleaning the mainsail
  8:00 A.M. Fine & overcast.
  8:00 A.M. Fine during the night.

Aug 25 Similar weather conditions to yesterday. Fine & overcast.
  8:00 A.M. Fine & overcast.
  8:00 A.M. Fine during the night.

Aug 26 Light variable winds. Calm. Passing showers during morning, fine after noon.

Aug 27 Moderate SE breeze & a heavy shower at 10:00 A.M.
  11:00 A.M. Party received from the main island.
  1:00 P.M. Finished the mainsail & took it at 4:00 P.M. Fine during the night.

Aug 28 Fine & overcast. Fine during the night.

  7:30 P.M. House up & proceeded across the lagoon to the old & stopped for some stores. 9/35 under way again up the lagoon to Darlington. At which place we arrived & one boat went ashore.

Aug 30 Calm & light airs till 11:00 A.M. Moderate & SE breeze till 6:00 P.M.
  7:30 P.M. House up & proceeded across the lagoon to the old & stopped for some stores. 9/35 under way again up the lagoon to Darlington. At which place we arrived & one boat went ashore.

Yacht "Trance"

Vessel pumped out daily as required.
Yacht "France"

Aug 31
- Calm, light variable airs till 9 a.m.
- Moderate ESE wind later.
- For Beck. Chick 3 of crew went away with large boat off the coast to collect or also saw a boat for fresh meat. Doctor Browne collecting along river with small boat.
- All returned to ship by 8 p.m.
- Fine weather till midnight.

Sept 1
- Equally heavy rain showers from midnight & continued all day.
- Collectors did not land. Crew got a boatload of firewood in the afternoon.
- Sky clearing at sunset but still cloudy.

Sept 2
- Stove up & proceeded downstream under engine power. 8.25, set all sail & started engine, passed out of Narrows. A01 on by main passage. Bailing to best advantage to Eastwood. 9 1/2 a.m.
- 10 a.m.: A fresh easterly with rain, carried away third jibyard. Some sail, replaced some 2 aloft.
- Wind fell light & calm, vessel not blown off course setting R.W.

Sept 3
- Similar weather conditions to last night.
- 11.25: Started engine, set course for Ramos Island.
- 12.35: Arrived, anchored at Ramos in 6 fms. Moderate ESE wind during the night.

Vessel pumped out daily as required, making water fast when in a head swell, even when at anchor.

Yacht "France"

Sept 4
- Moderate ESE lousy with considerable confusion of swell, making vessel feel a pitch.
- 8 p.m.: Stove up anchor & shifted ship inshore to a more sheltered position. Freck broke from noon and swell increased, vessel rolling heavily at times. Dr. Browne collected in Forenoon.
- Similar weather conditions continued all night.

Sept 5
- Fine ESE to SE wind, vessel rolling. Party landed. Tank filled for collecting at 7 p.m.
- Crew employed repairing sails.
- All on board at 11.30 p.m.
- 11.30 p.m.: Stove up & set all sail, steering for the coast of Yacabel.
- Freck broke all night.
- Midnight. Having dug in a calm 1/2 mile.
- Bridge continues up to 8.30 p.m. when it fell light and variable present setting no. 8 shog.
- 11.35 p.m.: Bridge started again from Eastward. Ship making about 3 knots.
- 12:10 p.m.: High season at the islands. Bridge crossed & returned for entrance.
- 8.00 a.m.: Arrived & anchored in 4 fms. in Reckah Bay at Susanna.

Sept 7
- Light S3 breeze, dull & cloudy. Collecting party landed at 6.30 p.m.
- Grass filled up the tank from ash. All returned to ship by 6.30 p.m.
- Heavy showers in afternoon.
- Wind during the night.
- Vessel pumped out as required.
Yacht "France"

Collector's landed on the various islands in the Bay, using both boat, all on board by 6 P.M.
From 8 P.M till midnight a lot of lightning, thunder with heavy rains. Equally from SE.

2:25 A.M. Have up, proceeded under engine power to an Island about 2 miles down the Bay, anchored to collect at the place.

10 A.M. Have up, went on down the Rakaia Bay, stopping at Sand Bay to get 24 birds.

Advised at the most outlying Island of Bay at 3:23 P.M. Heavy rain, squalls, collector away till 9:20 A.M.

Weather cleared up at 8 A.M. Remained fine during the night.

Sept 10. Moderate S wind. Cloudy weather. Collector landed at 7 A.M., to work at various Islands with both boats.
Heavy rain, squalls from 10 A.M., continuing all day.
All on board by 9:10 P.M.

Passing showers during the night.

Sept 11. Light S SE breeze in morning. Preceded by rain about 10 A.M., some showers, cloudy sky at 10 A.M. Sabbath day observed.

3:30 P.M. Doctor up, proceeded under engine power 8 P.M., put all sail and steamed engine at course for north end of Island.
Continuous rain & moderate S SE wind.
9:20 P.M. Started the engine & steered for vessel pumped out when required.

Yacht "France"

Sept 12. Kotikio Passage.
12:07 P.M. Anchored at Balitak L. in 13 ft. Fine during the night.

Sept 13. Moderate SE breeze, fine weather.
Collector landed on Balitak L. for two hours.
9:40 P.M. Proceeded on engine power through the passage towards Kotikio L.
Strong Side W, reefs not shown on chart.
10:15 P.M. Anchored in 12 fms. behind a reef.
Collector landed & worked two Islands.

All on board by 6 P.M.

Fine during the night.

Ashore at daylight, waited for evening to see the reefs. 6:15 P.M. Started off with engine, passed out of Kotikio Channel 6:40 P.M., set all sail & steered engine.
Bridge light & vessel making little headway.
9:40 P.M. Started the engine again 9 3/5 P.M., arrived at Anaran (the Easter) in 11 fms., Collectors landed at once.

At 4 A.M. to get a load of fish wood.

All on board by 9 P.M. Fine during night.

Sept 15. Moderate SE breeze, passing showers.
Arrived to the Islands, collecting.

In the afternoon, the beach & all crew went to an Island, for halibut eggs.
4:30 P.M. Have up, proceeded out under engine power 6:30 P.M., set all sail, stopping off and steering for both of new georgia.

Wind fresh after 7 P.M.

Sept 16. Weather conditions remain the same, vessel making about 7 knots. Passed through B. of New Georgia at noon. Wind came ahead in 20 fms. Boating across the Gulf stream, all right. B. of Panama passed at 2 A.M., signal vessel pumped out when required.
Yacht Lance

Sept. 17 Light winds all day noon.
9/25 AM. Started the engine & cleared for Blackett Strait. 1 go to 14 ft. stopped for Blackett Strait. Joy the Bear to go after sea birds with the small boat.

Fleet sailed through Blackett Strait. Began fishing & keeping engine running, received for sound evidence of seals.

10/00 Am. Arrived & anchored in Fijio.

Fleet there from SE all night.

Sept. 18 Pressure bridge fine weather. Fleet sailed at noon, shower after sal馭ath day observed.

Sept. 19 Similar weather to yesterday morning. Crew employed cleaning paint work inside & out. Fine all day & night.


Sept. 21 Light bridge. Fine, clear weather.
4/21 P.M. The mail steamer arrived & sailed at 9 P.M.
2/20 P.M. One of a proceeded out under engine, set all sail when through NE entrance but kept engine running as the wind was light. Sailing for Kualambangra gold.
9/35 P.M. Arrived & anchored in Avale Cove.

Fine during the night.

Sept. 22 Light variable airs & calm, some showers. Collectors landed at 6/20 P.M. and took two of the crew to cut a track. Remainder of crew making new jig sheets.

All on board by 5 1/2 P.M.

Fine during the night.

Fleet pumped out daily as required.

Yacht Lance

Sept. 23 Light airs, calm. Fine, clear weather. Bar 30.06.

The Bear, Hicks & two crew landed at 9 A.M. to go to the hills. Doctor Drownie collecting along the coast. Remainder of crew finishing jig sheets & reaving off new salt tanks.

All on board by 5 30 P.M.

Fine during the night.


Drownie & Hicks went to the hills collecting over fresh water tank from stream collector returned at 3/20 P.M.

Fine during the night.

Sept. 25 Light to moderate southerly breeze. Fine. Bar 30.03.

Sal馭ath day observed.

Sept. 26 Light airs and calm. Fine, but cloudy over hills.

At 9 A.M. The Bear & Hicks left the vessel to go camping in the mountains taking two of the crew to carry their food etc. Drownie away collecting.

The two boys & Doctor returned at 4/30 P.M.

Fine during the night.

Sept. 27 Light S by E breeze. Fine & clear.

Drownie away collecting along the coast. Crew variously employed.

All on board by 4 30 P.M. Fine during the night.

Sept. 28 Light airs, calm. Fine, clear in fine noon.

Doctor went away at 4 20 P.M. to the mountains collecting.

At 9/20 P.M. Hicks returned from the camp for more stores and left again with one of the crew to carry 2 shift camp in the high land.

Very heavy rain started at noon and continued with intervals during the rest of the day.

Doctor returned at 7 P.M.

Facing light showers in the night.

Fleet pumped out daily as required.
Yacht "France"

Sept 29 light variable airs, dull, cloudy.
Dr. Rowan landed & collected along the head of the harbour.
Masts employed on rigging and solid the masts.
At 3 P.M. the wind set in from the SW with heavy rain squalls, it continued so till 8 P.M.; after which the wind fell light and torrential rain fell till midnight. Passing showers all day.

Dr. Downie away collecting along the coast. Passing showers.

Similar weather during the night.

Oct 1 light variable SW breeze. Bar 29.44.
Doctor collected loose to ship in the morning.
Dr. Beck returned from the mountains at noon. Heavy showers all day.

Oct 2 calm, cloudy & fine in morning.
Fell back about 10 A.M.

Oct 3 SW breeze, passing showers in afternoon.

At 8.30 P.M. Doctor Downie, Draper and Francis left the vessel to go camping in the mountains.

11 P.M. Move up and proceeded out of harbour under engine power, set all sail but did not stop engine as the wind was light from N.N.W.

Steering to enter the reef at latitude 56° 21' 55". Arrived and anchored in bay, half anchor in 11 fathoms water, subject from SE with light rain. Passing showers all night.

Vessel pumped out daily when required.

Yacht "France"

Oct 4, finely, with passing showers.
Doctor away collecting on beach.
Dr. Beck ashore to Batna. Help for stores.

Crew attending boat etc.

Heavy rain in the early part of the night.

Oct 5 calm, fine, clear weather.
At 6 P.M. the schooner Batana was towed alongside to get her masts staked, rising out mast head tackles.
Dr. Beck away collecting as yesterday returned at 5 P.M. Crew scrubbed the decks with sand in the morning.

Oct 6 calm, fine, clear. Bar 30.05 P.M.
Started riding the decks as soon as the sun was on them.

Dr. Beck away collecting as before.
The S.S. Donohue arrived yesterday afternoon from the south, but no one was on board to join the Expedition.

Oct 7 fine, calm.

Dr. Beck away collecting, returned at 6. P.M.

Dr. Beck as here to 25. 70° 40' 20" north latitude & 25° 40' 12" of Engine.

Fine during the night.

Oct 8 moderate SE breeze at 8 P.M.
At 7.15 P.M. wore up & proceeded out with engine running, setting sail as soon as possible.

Stopped engine for the hour outside reef, but started again as wind fell light.

3.32 P.M. Arrived & anchored in Ariel Cove.

Dr. Downie & the two men had just returned from the mountain all very wet & tired.

Fine during the night.

Vessel pumped out daily when required.
Yacht "France"


Oct 10. Light airs, line clear in morning.

11 A.M. Mr. Beck, Hicks & Davis left the vessel to camp on the hill, two of crew carrying stores.

11 A.M. to 4 P.M. Heavy rain, showers.

5 P.M. Sky clearing, but passing showers all night.

Oct 11. All day fine weather. Bar 30.03 & 8 A.M.

At 6:30 P.M., the big boat containing George, Samuel, & Charlie left the vessel to go over to giys. They had sufficient provisions, water & a Compass.

Heavy rain started at noon and continued throughout the remainder of the day.

At 5 P.M. the schooner "Awa" arrived from giys with out boat in tow.

By her came for Hamlin & Roberts to join the expedition.

The "Awa" remained alongside all night.


"Awa" cast off & left for giys at 7 A.M.

The collectors landed at 9 A.M.

Sent up the fresh water cask.

All on board by 8 P.M.

Oct 13. Calm, fine weather. Bar 30.06 & 8 A.M.

Dr. Crowe and Richards, Hamlin went ashore collecting at 8 A.M.

Rain in the afternoon. Line during night.

Oct 14. Calm, fine weather. Bar 30.06 & 8 A.M.

The collectors landed at 4:30 A.M.

Mr. Beck, Hicks & Davis returned from the mountains at 11 A.M.

All on board by 3:30 P.M.

2:45 P.M. Beck away alone in small boat till dark.

Israel pumped out daily as required.

Oct 15. Light NE breeze fine weather.

2:45 P.M. Beck away at 6 P.M. to shoot around the bay. At 9 P.M. he returned and we have up and went out into the harbor and lay to waiting for sea birds. Used the engine when we saw a flock, tried to get up to them but had no chance till 4 P.M.

For Beck away alone with small boat.

At 5:12 P.M. he returned and we started the engine steamed for Iluambang, 6:30 P.M. Arrived and anchored in Sandfly Harbour in 11 fms.


Sabbath day observed.

Oct 17. Calm, fine weather. Bar 30.03 & 8 A.M.

5:30 P.M. Beck away to river in small boat. Other collectors landed at 7:30 A.M.

Saw gulls getting fresh water from clean 15 M. South of a coral wall into Bella Gulf to hunt for sea birds. Cruising throughout the afternoon, but could not get close to the flakes. At 5:02 P.M. the engine was started and course set for the south end of Bella Lavella.

We found at 6:50 P.M. that it was too dark to see the reefs at entrance of harbor, so stopped engine & stood off 2 on wind sail all night.

Light winds, fine weather all night.


6:30 P.M., started the engine and at 8:45 P.M. arrived & anchored in Vasa Levi harbor at 11 fms. All collectors landed at once and returned at 6:30 P.M.

The crew were away to get fresh meat.

Vessel pumped out daily as required.
Oct 19. Bar. 30.17. 6 A.M. Buck landed alone at 7 A.M. Drank salted the meat which they brought back yesterday. 9:30 A.M. Arrived and anchored at Mona. 4:30 P.M. Arrived in 7 fathoms water. Collectors landed at once. All on board by 6 P.M.; fine during night.

Oct 20. Bar. 30.17. 6 A.M. Light showers. Collectors landed at 7 A.M. and crew got a load of fresh water from a steam close by the ship. All on board by 9:30 A.M. Party made during the night.

Oct 21. Bar. 30.17. 6 A.M. Collectors landed at 7 A.M. But Buck did not land to day as he was very sick yesterday and all night. The Hamlin did not get back till 8 P.M. having lost his way in the woods after sun set.

Oct 22. Bar. 30.17. 6 A.M. Collectors except for Buck who is still sick landed at 7 A.M. Crew variously employed. All on board by 6:30 P.M. Some heavy showers during the afternoon like night.


Oct 24. Bar. 30.17. 6 A.M. Crew employed despatching the ship's boat. Got some firewood. All on board by 5:30 P.M. Some showers in afternoon. Fine night.

Oct 25. Bar. 30.17. 6 A.M. Collectors landed at 7 A.M. Heavy rain a hour or so over the land from 9 P.M. till sun set.

The Government launch arrived during afternoon & left again at 9 P.M. The Collectors returned at 6 P.M. with the exception of Mr. Hamlin who lost the track and did not get on board till 8:30 P.M.


Oct 27. Bar. 30.04. 6 A.M. Collectors landed at 7 P.M. and returned at 6:30 P.M. Fine during the night.

Oct 28. Overcast and heavy rain till noon. Collectors landed at 7:30 P.M. Crew getting firewood. All on board by 6:30 P.M. Light showers during the night.
Oct 29. Light SE breeze; cloudy sky.
6:30 AM. Stand up and proceed out under engine, set sail when outside, but vessel only just keeping full on her course. 10:30 AM. Started full sail. 12:47 AM. Arrived and anchored in Gizo harbor.
5:30 PM. The ‘Natoma’ arrived.
Oct 30. Light breeze and fine weather.
Boats engaged in going to and from the cleaner with mails etc. The ‘Natoma’ left at 5:30 for Lae.
A very heavy squall struck us at 8:15 AM, carried away the mizen and vessel dragged her anchor. Set as the starboard and she brought up close inshore in 8 fms.
Oct 31. Light breeze and fine weather.
Rove up the anchors and shifted the vessel out to her original place, crew variously employed about the decks.
Heavy rain in the afternoon and equally after sun set.
Nov 1st. Overcast and cloudy sky.
The ‘Natoma’ arrived at daylight and sailed again at 11:30 AM. Heavy rain showers in afternoon and night.
Nov 2nd. Light SE breeze; fine weather. All hands employed getting stores on board.
Vessel pumped out daily as required.
Yacht "France"

Nov 7  Light Ella extensive, fine  cloudy Bar 29.98
Collected landed at 7:15 P.M. returned at 8:30
10 a.m. Have up and proceeded under
engine power towards Yella Samilla Rd.
1:15 P.M. Course and anchored at Kyanga
in 12 fathoms. 29.98. Beck and locals landed
at once. All on board by 10:00 P.M.
Fine during the night.

Nov 8  Full overcast and light rain Bar 29.93
Collector landed in afternoon.
All on board by 6:00 P.M.

Nov 9  Light variable airs, cloudy but fine.
Dr. Richards, Sticks left in the small
boat to go up the river and camp.
Dr. Beck, Doctor's man, collecting
local district, returned at 6:30 P.M. said
he got lost and got on board
at 9:15 P.M. Fine during the night.

Nov 10  Similar weather conditions to yesterday.
Dr. Beck landed at collecting at 7:40 P.M.
Dr. Sticks, Stashman on board.
Brew employed repairing sails
All on board by 6:00 P.M.

Nov 11  Light airs, and cloudy. Current to cloudy sky
Dr. Beck, Doctor landed at 6:30 A.M.
Brew employed repairing sails & awnings.
All on board by 6:30 P.M.
Dr. Sticks still laid up with sore foot.

Nov 12  Light airs, dull & cloudy but fine Bar 29.97
Dr. Beck landed for collecting at 6:30 A.M.
Doctor remaining lists from yesterday.
Very heavy rain started at 9:00 P.M. and
continued without intermission till 5:00 A.M.
Dr. Beck returned at 1:00 P.M. Fine nights.

Vessel pumped out daily as required.

Yacht "France"

Nov 13  Calm and light airs in early A.M.
Light NW. winds and fine weather all
day. Sabbath day observed

Nov 14  Light to moderate NW. by winds and
fine, clear weather. Collector landed
for a few hours at lead of bay.
8:00 P.M. Have up and proceeded out
under engine power, passed through
the passage between two islands and
main land. Strong tides here and much
reef which is not shown on chart.

Nov 15  Fine and calm during the night.
Balm. Fine clear in the morning, showed
in afternoon.
Collector landed at 9:00 A.M. Brew
employed repairing awnings and
various jobs.
All on board by 6:00 P.M. Fine night.

Nov 16  Dull and Westerly, variable breeze.
Doctor, Stashman and Sticks landed
for collecting at 7:00 A.M. Dr. Beck, Sticks
remained on board a swimming bird.
Heavy rain started at 1:00 P.M. and
continued to deluge in afternoon.
The plantation near the anchorage
became flooded and also the river
was so strong that the current at
the ship was more than three knots.
Much debris coming out on the harbour.

Vessel 12 ft. more chain.
Collector returned at 5:00 P.M. all very wet.
Intermittent showers during the night.
Vessel pumped out daily as required.
Yacht "France"  

Nov 17. Light variable airs and calm. Line.  
5:30 PM. Drew getting ready for departure 6/18. Stopped out under engine power. At 12 PM. a light false off the land, set all sail and stopped the engine.  
9:30. Started engine again and returned for Flan-muri Bay, went in and cruised round but could not find less than 20 fathoms to anchor in, so headed out again and at 9PM stopped the engine and with all sail set, steered for Choiseul Island, wind light, variable.  
Very hazy all afternoon and vessel making very little headway.  

4:30 PM. Started the engine and ran till 10:30 AM. when we stopped and Mr. Rich went away in small boat after sea birds.  
11:45 AM. The returned and started engine again, steering for north end of Choiseul.  
3:15 PM. Arrived and anchored at north end of Choiseul, in 9 fathoms.  
Collectors landed at once and returned at 6:30 PM. Line during the night.  

Nov 19. Calm and variable air in fox sunny.  
Collectors landed at 6:30 AM. Fine weather.  
A moderate SSW breeze in afternoon and moderate sea and swell coming in over reef. All on board by 4:30 PM.  
Fine during night. Vessel rolling.  

Nov 20. Full and cloudy weather, light variable.  
The swell has increased since yesterday. Vessel rolling heavily at times.  
1 PM. Stove up and shifted into more current. Vessel pumped out daily as required.  

Yacht "France" (continued)  

Nov 20. Shell cord position behind Port Island.  
Anchored in 8 fathoms and vessel lying quietly. Heavy showers from midnight.  
Collectors landed at 6:30 AM. with exception of Richards, who has a sore leg.  
All on board by 6:30 PM.  
Shower during the night.  

Nov 22. Moderate SW breeze, closed sky.  
Collectors landed at 7 AM. Richards' legs remained on board. Got the small boat on deck, 43 caulking and painting.  
All on board by 6:30 PM. Fine all night.  

Nov 23. Light breeze and calms. Line on deck.  
Collectors landed at 7 AM. Richards' legs on board. Crew variously employed.  
All on board by 6:30 PM. Showers at night.  

Nov 24. Moderate SW breeze all forenoon, falling light in afternoon.  
Thanksgiving day, so no collecting done.  
Crew given the day off.  
A good SW breeze with very heavy rain and much lightning from 8 PM to 10.  

Nov 25. Calm and light airs.  
7:30 PM. Stove up and proceeded along the coast under engine power, keeping close in.  
9:30 AM. Arrived and anchored in Shoots Reef in 11 fathoms. Collectors except Richards landed all once. All returned on board by 6:30 PM. Fine night.  

Collectors landed in big effort to go to head of river. All returned by 6:30 PM.  
Fine during the night.  

Vessel pumped out daily as required.
Nov. 27. Redrew S.W. large fine, blew all day. Fine, cloudy afternoon.

Collectors landed at 6:30 P.M. From overnight rain, the rains were in the plantation.

Mr. Richards remains on board, leg not well.

Crew washed the fresh water tanks, worked all day.

Collectors returned 5:30 P.M. Fine night.

Oct. 29. Redrew S.W. breeze fine.

Woke up about 4 a.m. and proceeded down Bay to Redman Sl and anchored, again

for till 11 a.m. Collectors ashore on Redman Sl.

On this return, here is a proceeded out under engine power. Strong tide, up in Davisonville, tides before moderate to fresh, from S.S.W. has steered engine.

3:30 to 5:30 p.m. Using engine intermittently, trying to make the Canoe Able to get anchorage for the night. Engine giving too much trouble. To return to the reef, so abandoned the attempt and put out into the straits and lay off

and on under sail all night.

Tides and tides rips very strong, making position keeping a difficulty. Some shoals.

Nov. 30. By 7 a.m., Bridge island leaving next 3 miles at day light, stand for it, with S.S.W. large.

Said the engine was close in and found we could run it for a short time.

The circulating pump is out of order.

11 a.m. Arrived and anchored in passage between Soonis Island and Soonis Island (South Bay) in 5 fms. The tides run very strong.

Collectors landed at noon except Richards.

Mr. Hieke, who are overhauling the pump.

All on board by 6:00 P.M. Fine during the night.

Vessel pumped out daily as required.

Dec. 1. Redrew S.W. large fine, no sign.

Collectors landed at 6:30 P.M. except Richards.

Crew variously employed about decks.

All on board by 6:00 P.M. Fine night.

Dec. 2. Redrew S.W. breeze fine velocity.

Left here if 7 and proceeded through passage under engine power, and sound

Cabin Cove. 10:30 P.M. Arrived, anchored in Inacora Bay in 21 fms. water.

Collectors landed at noon.

All on board by 6:00 P.M.

Dec. 3. Light S.S.W. breeze fine, clear.

Collectors landed at 6:30 P.M.

Painted the rigging inside and out,

All on board by 5:30 P.M.

Dec. 4. Light variable breeze in fine weather.

S.S.W. in afternoon, Fine, clear.

To all west ashore and dined with Mr. Finnock.

Salt bath day observed.

Dec. 5. Balm, full and clear weather.

S.S.W. Woke up 7 and proceeded out under engine power, up to steered the engine and set all sail.

10 a.m. Found that the current was taking up to the headland as started the engine again, and with wind

from the S.E., steered for land or Treasure Isl. Wind steady all the

afternoon, and at sunset we were

within the Island at Tarhke Isl.

10:30 P.M. Too dark to go any closer in to the headland, so we.

in 15 fms between

Steering 3 hours to 5. Fine night.

Vessel pumped out daily as required.
Yacht "France"

Dec 6
Light SE breeze, fine weather. Bar 30.05

The Beach landed at 4pm. After collo- 

later painted the big boat, 2nd coat.

All on board by 6 pm. Fine weather.

Dec 7
Light to moderate ESE wind, fine weather.

Collectors landed at 7am. Mr. Rich

remains on board.

Sailed from water to river.

Collectors returned at 7pm.

7th of 7pm. Have up & proceeded through

passage between Islands under

engine power. Sailed until

2am. A light

Eastly breeze. 3rd boat making a 2nd coat.

Dec 8
Similarly, similar weather. Conditions continue

all night and all day. Sailed from

the vessel had been at to the Northwest

Shore for the Shortland group all morning.

At 11am. We arrived, and anchored

at a small unnamed Island and land-

ry. which lies West of Shortland.

Island, in 17 fathoms.

Dr. Rich. & Richards landed at once.

All on board by 6pm. A fine night.

Dec 9
Light SE breeze, fine weather.

Have up & at 5:30 am. Proceed under engine

power towards two small unnamed islands about

4 miles to the Eastward. This group we name the

Western Islands, all hard beds. Arrived and anchored

at 9:30 am. in 15 fathoms. Dr. Rich. & Richards landed

at once, now returning with big boat.

1pm. Sailed up & proceeded to an outlying

island of the Shortland group, at which

we arrived & anchored at 3:30 pm. in 10 fathoms.

Dr. Rich. & Richards landed at once & returned

at 6:30 pm.

Vessel pumped out daily as required.

Yacht "France"

Dec 10
Light SW breeze, fine weather.

Collectors landed at the various island

at 6:30 pm. All on board for dinner

and away again in afternoon till

even set. A fine weather.

Dec 11
Light SW breeze, fine but cloudy.

2pm. Sailed up & proceeded under

engine power along the coast of

Shortland Island. At all sail

till wind. Only light all morning.

12:30 pm. Arrived & anchored in

Farai Harbour in 17 fathoms.

1st Halani alone in at 12 30 pm with

the mail. A fine night.

Dec 12
Light variable wind, dull and overcast,

Showered during forenoon, but fine

later. Both ships boats attending

at post office and mail steamed all

day. Sailed at 6 pm. 1971.

Dec 13
Balm and fine weather.

Dr. Richards & Stahlin landed for

collecting at 9 am. Doctor, shining

to paint the island. Dr. Rich at 13. First store coming

from Sydney. Collectors returned at 5:30.

Dec 14
Balm, fine and clear.

Doctor, Richards & Stahlin landed for

collecting at 9 am. Dr. Rich at 10,

Tainted the vessel round outside.

Collectors returned at 2:30 pm.

The Government Officer visited the ship

in the afternoon.

Dec 15
Balm, dull 2 overcast sky. Bar 30.233 pm

Doctor, Stahlin, Richards & Hitchcock landed at 7 am.

Dr. Rich away with small boat collecting.

All on board by 6 pm.

Vessel pumped out daily as required.
Yacht "France"

Dec 16. Balm and fine clear weather.

Dr. Downes Richards & Hamlin landed at head of the harbour, a bad place so the hunters reported on return.

Filled up with fresh water in the afternoon, also stores from Sydney. All on board by sun down. A fine night.

Dec 17. Overcast and still, light showers.

Father Schank boarded as passenger.

8/40 PM. Sowed up and proceeded out under engine power, steering a course towards the south end of Bougainville.

Heavy rain, showers and variable wind. Wishing close in along the coast.

At 6:35 PM, we decided to anchor for the night as we were passing inside the reefs, so stood in to the shore and let go in 17 fms. A heavy swell sets in to the shore. A fine night.

Dec 18. Sowed up at 6:30 PM, and proceeded along the coast with engine.

Not clear weather, but no wind or rain.

At 10:20 PM, we arrived and anchored at Kieta opposite the Government wharf.

The doctor boarded at once, and closed the vessel, delivered the mails.

A very heavy rain shower in the afternoon. Light rain at night.

Dec 19. Balm, fine and clear in the noon, heavy rain showers in afternoon with a sharp squall from over the land.

George started making a new owing. Collectors awaiting a permit to cast five arms from Rabaul. A fine night.

Vessel pumped out daily as required.

Yacht "France"

Dec 20. Balm and light variable air, fine.

Collectors still waiting permit.

On this day, after a conference of all the party and myself, it was decided to proceed to Rabual to have the vessel put on the ship and get her caulked and repaired.

Showers in late afternoon, lightning.


The Government District Officer visited the ship in the afternoon.

No permit arrived yet, so no collecting. A light shower in afternoon.

Dec 22. Balm, overcast and threatening rain.

6/9 PM, showers started and increased later to a heavy down pour which continued, with intervals, during the remainder of the day.

The permit arrived in the afternoon and Mr. Rock and the rest of party went ashore to see the T. C. about landing a party to go inland.

Dec 23. Balm, fine and clear in the morning. Shower in afternoon. Collectors as busy getting stores for their stay in Bougainville. Taken the mainsail. George making new awning. Fine during the night.

Dec 24. Balm, fine and clear all day. A light show in late afternoon.

The rescue arrived at 6:20 PM, and sailed again for Sydney with the mail at 6:30 PM. Some heavy showers during the night.

Vessel pumped out when required.
Yacht "France"


Balm and light variable airs in afternoon.

Dec 26. Haul to abreast and proceed for departure at daylight.

Dec 27. Continued.

On Christmas Day, the wind and clouds were prevalent, making it difficult to proceed. The crew continued to work hard, preparing for the departure. The forecast for the next day predicted a strong wind, which made the crew prepared for potential challenges. The logbook entry for the next day (Dec 27) mentioned the continued work with the wind being a significant factor. The weather conditions were challenging, but the crew remained focused on their tasks, ensuring the vessel was ready for the journey ahead. The logbook entries provide a detailed account of the day-to-day activities and the challenges faced during the voyage.
1928

Yacht "France"

Jan 1  Cloudy and passing showers, with moderate breeze in fair weather. Heading to ship bridge and sailed in afternoon. Weather position at 3° 51'S, long 154° 37'E.

Wind very variable and strong easterly in night, necessitating frequent shortening of sail. Heading to SW all the time.

Jan 2  Dull, overcast and rain, wind variable in direction and force.

Weather position at 3° 35'S, 154° 54'E., a strong 228° current had set us to this position.

Sighted the Algoma's E (No. 3) at 12 noon and also Table Top later.

Heading to the SW against variable winds and heavy rain showers.

Jan 3  Similar weather conditions continue.

Brock away in small boat shooting sea birds all afternoon.

Weather position at 3° 38'S, 154° 43'E., the island (footman) in sight all day.

Light SW breeze but no rain to day.

Jan 4  Calm and light variable southly to SW by airs fine and clear.

Brock away with small boat shooting birds.

Weather position at 3° 11'S, 154° 59'E.

Brock away again in late afternoon.

Weather position at 3° 4'S, 155° 1'E.

Brock away after sea birds during the day.

Jan 5  Calm and light airs, a light northerly breeze started in the forenoon.

Weather position at 3° 18'S, long 154° 55'E.

Weather of the Algoma's group was a beam as 639,200.

Brocked the light northerly continued all night.

Vessel pumped out daily, as required.

Jan 7  Light, but steady, weather became.

Moderate SW swell makes the vessel roll a lot. Steering south for New Zealand.

Weather position at 3° 35'S, 154° 51'E.

Wind freshened up at midnight and by 2 A.M. was blowing strong, kept main sail and outer jib. At daylight Reeds to the S.E. and hirson to the northwest. Wind falling light. Started the engine at 1 P.M. and ran it full up to 1 P.M. Steer for the west of New Zealand. Brote fell away again, so started the engine at 1 P.M. and rapidly increased to full force.

Brocked again at sunset from 60 and rapidly increased to gale force.

Broke and food to the W.S.W. vessel plunging and laboring in a rough cross sea.

Brocked a lot of water in this weather.

At noon we were 20 miles south of E. St. George. Check out the reefs, at noon. Weather looking much better, but had to take them in again at 4 P.M.

Stearing in towards the coast of New Zealand.

Weather casing up after 5 P.M.

Jan 10 1 P.M. turned ship to northward.

The wind increased again at sunrise and ship diving into head sea. E. St. George in west of weather bow at dawn, as we are making little headway. At noon the Hope was 6 windward of us, which gave us fairly smooth weather, the wind falling light all afternoon and finally ceased.

Started the engine at 5 P.M. and steered for Banks Island and anchored at 7 A.M. in Banks Island

Weather. A fine night, some strong fogs over the land.

Vessel pumped out daily, hourly as required.
Yacht France

Jan 11. A fine clear morning, the breeze coming over the hills about a NW wind on the other side of the Island. At 9 a.m. Mr. Beck took the big boat and the crew to the other side of the bay, got some fine wood and fresh water during the day. Fresh NW wind and strong tides over the land. Arrived on board by 3 P.M. A fine night.

Jan 12. Fine, cloudy weather. Wind W. In early morning; but shifted to SE and south during the forenoon. Mr. Beck away to the other side of the bay with big boat in forenoon, and again in afternoon, returned at 5 P.M., when we have up and proceeded out in heavy rain squall from over the land. Set all sail at 8 P.M. and steered engine. Wind very variable all night. Light in direction and force. Vessel being carried to the SE with the current.

Jan 13. Similar weather conditions above, started the engine at 6 A.M. and steered for the land. Left close in along the shore and round the bays to avoid the current. At 4 P.M. we arrived and anchored in Port Jupiter, a cape in Damascus Bay, in 22 fathoms. Mr. Beck landed for collecting. Very heavy rain at our door, but fine later.

Jan 14. About 2 p.m. proceeded along the coast close in for 13 miles. Trost entered across Chincoteague channel for 6 fathoms, with all sail set. Engine gave trouble when nearing the edge and we were forced to anchor close in shore. A very bad tide, strong tides, vessel pumped out daily as required.


Jan 16. Continuous rain all day. No wind. No breeze came near the vessel all day. Drizzling rain all night, no wind.

Jan 17. Rain cleared off after sunrise. Pulled all the sails up to day. 830 A.M. Doctor & customs officers boarded and after inspection granted pratique. At 9 A.M. we pulled all sail and put them below. Afterward gave the crew half day off. Regulation lights exhibited at sunset to announce.

Jan 18. Fine cloudy morning. Light breeze from NW and fresh in afternoon. Mr. Beck being sent to deck yard in morning and inspected a slipway on the side of the bay in afternoon. Samuel Beck A.B. went to hospital in evening to have his ankle attended to.

Jan 19. Very calm and fine weather. Went to deck yard again to try to make arrangements to have vessel lifted. Landed big boat at the yard in afternoon to have her repaired. Fine the entire night.

Jan 20. Very calm and fine in early morning, but very heavy weather later. Been variously employed in forge making new anchors.

Pumped off anchor on Jan 18th to be repaired.
Yacht "France"


Crew employed getting some of the iron deck fittings off. To send as broken for repairs at Newcastle. George finishing the anchor. George A.B. did not climb on board after going ashore last night. Don Manuel summoned from hospital to be treated on board.


George summoned to watch during the night.

Varios jobs being done about the deck by crew.

No further information as to the condition of the vessel for repairs.

The crew were all granted liberty for the week end, except Manuel who remained on board.

Jan 22. Calm, fine, clear, very hot. Lights and in Sabbath day observ'd. Afternoon.

Jan 23. Calm, fine, clear in evening.

S.S. "Vivaria" arrived at day light from Sydney.

Six variously employed. George working on the sails. No arrangements made this day for hauling up the vessel.

Fine during the night.

Jan 24. Calm, fine, clear in early morning.

Moderate W. Breeze in afternoon.

But the owners of the ship on the far side of the harbour this morning; they will not allow their ship to be used for the "France" as they consider her to be too heavy.

The afternoon after an interview with Mr. G.J. Handley; a cable was sent to Tampico, Yucatan, to find if accommodation would be available by February 14.

The ramp is on shore for repairs.

Yacht "France"

Jan 25. Calm, fine, clear in early morning.

W. Breeze in afternoon.

Charles Thorne's A.B. did not work all day and was flogged one day ago.

We received orders to shift the ship to an E. G. 200 yards away from our present position as the harbour master considers we are in the way of the main hulk.

A star riding light was exhibited all night.

Jan 26. Calm, fine, clear in early morning.

Indicate W. B. Breeze later.

6/3. 6/3. Shifted the vessel with the aid of B. F. S. Launch to the position as stated yesterday. This morning it was decided to pay off and send to their port of engagement, certain members of the crew who requested that it should be done.

Their names will be entered in this log book at the time of their leaving the ship.

Jan 27. Similar weather conditions continue.

Various jobs done about the decks done by the crew to day. Some repair work came back from engineer's shop. Fine night.

Jan 28. Calm, fine, clear in morning and afternoon.

Bent the jobs and mainsail to day.

At 9 p.m. on this day I was removed to hospital and underwent an operation for a structure. Came out and returned on board on February 6th at 11 p.m.

During this time the vessel remained at her anchorage in charge of Mr. Baker. Various work was done by the crew.

Vessel pumped out when required.
Feb 9. Kind fell light in early morning. Started the engine at 7 A.M.

From position Latitude 5° 53' S Long 151° 41' E

Barge came away from W. light at 9:45 P.M., as shifted the engine.

Feb 10. Barge at sunrise, as started the engine at 6:30 A.M. and ran till 11:45 A.M. It started to give trouble and Hicks reporting it.

From position Latitude 6° 53' S Long 151° 41' 30" E

5:30 P.M. The engine was not running again.

6:30 - Wind came ahead as shifted engine.

Light variable wind to midnight.

Feb 11. Moderate NW barge from midnight to 11 A.M.

Variable and rain shows all at sunrise, started the engine at 6:15 A.M.

The barge now became more steady from NW, we shifted the engine at 9 A.M.

Vessel making about 2 knots.

From position 7° 43' 20" S, 151° 40' E

Barge fell light and variable again at 9:30 A.M., as shifted the engine again and ran it till 11:45 P.M.

W'ly to NW by light barge till midnight.

Barge freshened up after 2 A.M. and some strong squalls from W. with lightning and rain. Had to drop the main sail in the heaviest of them.

11 P.M. Second Jermyn Pk (Newcastle Rennel Point) on the port bow.

5:30 - 6:30 A.M. Ran the engine 245 so that we could pass to windward of the Island.

3 A.M. Wind wind E'ly all day, with one interval of variable barge for half an hour.

11 P.M. Wind northerly. Set at sunset.

Wind fell light at midnight giving just average way.

Vessel jumped out a bit required.
Yacht "France"

Feb 13. Started the engine at daylight and set a course for full sea. 
Engine giving trouble now. Then moderate N. W. hence all day.
6/13 P.M. anchored at `barry' in
Fortunese Strait in 15 fsw. thick rain.
Feb 14. At 2 A.M. gave her 15 fsw more claim.
6/15 P.M. Store up T and proceeded
through Fortunese Strait and then
steered along the coast for "Tangier.
Feb 15.  Arrived and are tied up at
the wharf. The doctor, a customs officer,
boarded and granted pratique.
Mr. Beck and myself then went on shore
to see about the ship.
At 26 P.M. we hose up T proceeded
over to 'Tangier' s slip at which
place we arrived and anchored at 2/15.
We immediately started landing all
the gear from the hold, and took them to
a shed alongside the slip.
Feb 16. Continued landing ships gear and
also ballast from the hold with
the assistance of 6 short labour.
Cleared up the hold in afternoon.
Feb 17. At 6 A.M. we hauled alongside the
slip and after much delay owing
to the vessel being about we
got her on and were hauled up
a bit and the shipwright got
measurements of the blocks. The ship
was then hauled up and the
blocks fitted on it; afterwards it
was sent down again and the
vessel placed in position.
At 6/15 P.M. work was stopped for
the night.
Feb 18. W oke off leaving the slip off at 1/30 P.M.
Our crew painting the hold and
the ship's side.
Feb 19. Halfbye day observed.
Fine weather all day.
Feb 20. Inspected the vessel's bottom with
the shipwright, and found that
the forefoot needed caulking and
new fixtures, also that a few pieces
were needed in various places along
the hull, but otherwise all was in
good condition. The work was
started at once.
Feb 21. Work proceeding. Also on
the engine, which several bots have
been sent ashore to the ship.
Cavardipped the propeller and got a lift
ready for taking out.
Feb 22. Repairs on engine work finished
Put ship in water again in
afternoon and unshipped the middle.
Left her ready for hauling up again
in morning.

Vessel pumped out daily as required.
Yacht "France"

Sat 23 Flotted vessel on to the ship again at 1:30 P.M. and started to leave her up, all hands from ship assisting. Took out the shaft 3:30 P.M. Ship high and dry once more.

Sat 24 Waiting for shaft to come back from Tamari
Yacht

Feb 23. Faded wood again at.
    We leave her.
    Ship assist
    3:30 P.M. Shif
    more.

Feb 24. Waiting for
    from Varna.
S-Feb Flotted again at 7 a.m. to leave this ship assisted by 9:30 P.M. Ship went as usual.

S-Feb 24. Waiting for Ross Stans
Dear Doctor Murphy:

Some years ago I entertained the thought that I might shortly write a few notes on happenings during a collecting trip to the South Seas. Some years have passed and the notes are no farther advanced. Seeing in the Annual Report of the Museum recently that you were engaged in work on Petrels and Oceans I thought it likely you would derive more profit from the log of the schooner France in the next few years than I would therefore I take pleasure in mailing to you the Captain’s log during the time I was aboard.

When I finally got this fig orchard to bearing a decidedly better grade of figs than it has so far yielded I may really turn the old time thought into action and might ask for the loan of the logbook for a brief period.

Sincerely,

R. H. Beck

"A larger proportion of high grade figs" might be a better way of expressing my yearly desires.

Mrs Beck joins in sending best wishes to yourself and family.
Rollo Howard Beck, Esq.
Planada
Merced County, California

Dear Mr. Beck:

It was very pleasant to receive this morning your note dated December 5 and the two log books of the 'France' which arrived by express a few minutes later. These are sure to be very interesting and I shall go through them with a fine toothed comb before I complete my manuscript on the petrels and albatrosses. The latter work is well under way though there is still a great deal to do.

Let me know whenever you would like to see the books again and I shall forward them promptly.

Only recently I returned from a voyage along the little-known Pacific coast of Colombia. I really learned a great deal, but for unending discomfort and the constant threat of disaster, it was probably the peer of some of your worst days at sea! I expected to have a 30-foot diesel cruiser, but she broke down and I had to make a voyage of more than a thousand miles against unceasing headwinds in a 28-foot gasoline launch. The ports were far apart, the charts poor, and the weather horrible, but we came through alive and with a fine lot of data. I'll send you a report on it in due course. Between us, you and I have now pretty well cleaned up the coast of South America.

With best wishes for a Merry Christmas and a Happy New Year to you and Mrs. Beck, in which Mrs. Murphy would want to be included, I am

Yours sincerely,

RCH:RC