

U. S. S. "Himalaya" Sunday April 1st Portsmouth to Plymouth

H	K	T	Course	7	Wind	Wear	Bar ther	Remarks
1	-	-		2	ENE	cb	$\frac{29.87}{42}$	Shortened in cable
2	-	-						
3	-	-						weighed and proceeded
4	-	-						
5	-	-						start. 1 st House abeam
6	-	-						
7	-	-		5	East	om	$\frac{29.84}{45}$	Performed Divine Service.
8	-	-						
9	11	0	SE ² E					
10	11	0	SE 1/2 E					
11	11	0						
12	11	0		4	ENE	bc	$\frac{29.92}{42}$	

1	11	0	E 1/2 S	1	NE	lc	$\frac{29.94}{42}$	Lighted Portland.
2	11	2						
3	11	2						5-45. Made ho. to S ¹
4	11	5						
5	11	5						Catherine's. 7-40. Stopped and came to with SB S ¹
6	11	5	E ² S 1/2 S.					
7	11	5		2	ENE	lc	$\frac{29.96}{43}$	
8	11	5						
				1	NE	lc	$\frac{29.97}{44}$	

Monday 2nd

				37	NNW	oc	$\frac{29.95}{40}$	9-10. Up anchor and proceeded up harbor in charge of pilot
at								Secured ship alongside Pilot. House Inpl getting in stores
Anchor off				1	West	bc	$\frac{29.75}{46}$	
Portsmouth								
				2	North	oc	$\frac{29.68}{46}$	

Tuesday 3rd

1	-	-	Secured alongside Wharf.	2	NNE	bc	$\frac{29.62}{42}$	Embarking Supernumeraries & drafts
2	-	-						
3	-	-						5-40 Proceeded out of harbor in charge of pilot.
4	-	-						
5	7	17						
6	2	0	W 1/4 N					
7	9	0					$\frac{29.75}{46}$	
8	9	0						
9	9	5						
10	9	5						
11	9	5						
12	9	5					$\frac{29.77}{38}$	

H. M. S. Himalaya Plymouth to Gibraltar April 8th

HKT	Course	F	Wind	Sea	$\frac{300}{\text{Then}}$	Remarks.
11 8	S W 1/2 S	5.7	South	57	$\frac{29.65}{53}$	7-45. Made number to Signal Station.
12 0	S S W.	3.5	West	3.5	$\frac{29.71}{59}$	Loc ^d Line Stations. In
11 5	S W 1/4 W.	3	South	3	$\frac{29.75}{57}$	1 st Reef of Topsails.

Lat DR 54° 13' 0" Long DR 9° 53' Lat obs 41° 30' Long obs 10° 5' +

11 0	S 2 1/4 W	5	NE	6	$\frac{29.58}{59}$	Watch employed as requisite
11 5	S W 1/4 W					Instructed at Quarters.
11 0	---	4	ESE	6c	$\frac{29.58}{59}$	Obs Burling's L ^t Port Bow
11 0	---	5	ENE	7p	$\frac{29.45}{53}$	11-0. Obs Burling's L ^t abeam.

Saturday 7th

11 2	S 1/4 W	3.4	ENE	21	$\frac{29.45}{56}$	Obs Cape Roca L ^t SE.
11 0	S 1/4 W.					Reduced to 42 revolutions
11 0	---	3	North	21	$\frac{29.48}{55}$	Watch employed as requisite
10 0	S 1/4 E.	2.3	---	6c	$\frac{29.58}{57}$	Mended part of sails

Lat DR 37° 2' Long DR 9 15 Lat obs 37 10 Long obs 9 10. +

10 0	As req	2	NW	6c	$\frac{29.62}{64}$	Watch employed cleaning
9 5	SE 1/4 E					Ship and as requisite
9 8	---	3	---	6p	$\frac{29.65}{60}$	4-0. Quarters.
11 9 5	---	2	---	6c	$\frac{29.12}{56}$	12-0. Patent Log 931 miles

U. S. "Himalaya" Plymouth to Gibraltar Sunday 25

HKT	Course	F	Wind	Wear	Bar ther	Remarks
1	80					
2	80					
3	80					
4	78					
5	90					
6	95					
7	110					
8	110					
9	-					
10	-					
11	-					
12	-					
	SE 1/4 E	5-7	South	cp9	$\frac{29.65}{53}$	Made ho to Signal Station
	SE					at Gibraltar.
	as req.	3-5	W ²	cp9	$\frac{29.71}{59}$	8-15. Stopped Pilot came
	Secured alongside					on board Proceeded alongside
	New Mole					New Mole.
	Gibraltar	3	South	cp9	$\frac{29.75}{57}$	

1	100					
2	100					
3	88					
4	78					
5	100					
6	106					
7	110					
8	112					
9	110					
10	110					
11	110					
12	115					
	E 3/4 S	to West	to		$\frac{29.90}{58}$	12-0. Cast off from Mole
						4-0. Mustered by Quarter
	"	3	"	"	$\frac{29.98}{59}$	Performed Divine Service.
	"	3	NW.	"	$\frac{30.00}{64}$	Lastest Log 123.

1	112					
2	112					
3	112					
4	105					
5	115					
6	116					
7	115					
8	115					
9	110					
10	110					
11	108					
12	108					
	E 3/4 S	2	WSW	to	$\frac{29.98}{57}$	Daylight Land on Port.
						Quarter & St ²⁰ Board.
	"	3	SW ²	to	$\frac{29.95}{60}$	Made sail to T. 9. Sails
	"	3/4	"	to	$\frac{29.99}{59}$	Braced up.

S²⁰E/59 Lat D R. Long D R. Lat do Long do.
 36° 41' N 0 9' W 36 41 15' W. W.

1	115					
2	115					
3	115					
4	115					
5	110					
6	110					
7	110					
8	110					
9	110					
10	110					
11	110					
12	95					
	E 1/2 S	2-3	West	to	$\frac{30.06}{62}$	Mustered and medically
						inspected "Himalaya", Raleigh
	"	3	ESE	to	$\frac{30.07}{56}$	& Guin Ship Co Companies
	"	3	SE	to	$\frac{30.07}{55}$	Lat by Polaris 39° 36' N

U. S. S. "Himalaya"

Gib to Malta

Tuesday 10th

HKT	Course	F	Wind	Wca	Bac Ther	Remarks
1/10 0	E 1/2 S	2	Varbl	l	$\frac{30.05}{58}$	Pointed Yards to Wind
2/10 0						
3/9 0						
4/10 0						Mustered by Divisions.
5/10 0						
6/10 0						
7/10 0	— " —	1	NE ¹	lc	$\frac{30.08}{65}$	Read Prayers.
8/10 5						
9/10 0						
10/10 0						
11/10 0						Carpenters caulking waister Deck.
12/10 0	— " —	3	ENE	—	$\frac{30.15}{66}$	

Coast Siet Lat DR. 37° 21' N Lat olo 37° 26' N B⁴ Siet Galita.
 57° E 164' Long DR 5° 35' E Long olo 5° 34' E N 88° E 144'

1/10 0	E 1/2 S	2.3	North	c	$\frac{30.06}{62}$	Watch employed as req.
2/9 2						
3/9 2						
4/10 2						l-o. Patent Log 545.
5/10 0						
6/10 0	E 3/4 S	3	—	lc	$\frac{30.07}{57}$	Alt C to E 3/4 S.
7/10 0						
8/10 0						
9/10 0						
10/10 0						12-o. Mid night.
11/10 0						
12/0 5	— " —	3	—	lc	$\frac{30.07}{55}$	

Wednesday 12th

1/10 0	E 3/4 S	3	NNW	lc	$\frac{30.04}{55}$	2-o. Altered Course to SE ² E 1/4 E
2/10 0						
3/9 8						
4/7 5						8-o. Patent Log 702 ¹ mile
5/10 5						
6/10 2	SE 1/4 E	3.4	—	l.	$\frac{30.06}{61}$	9-30. Divisions. Prayers.
7/10 2						
8/10 2						
9/10 0						
10/10 0						
11/10 2						12-o. Noon.
12/10 0	— " —	3.4	—	lc	$\frac{30.12}{61}$	

Coast Siet. Lat 37° 12' N } Co⁴ Siet Cape Bon S 55° E 11'.
 78° S 04° E. Long 10° 1' E

1/10 0	SE ² E	3.4	NNW	lc	$\frac{30.12}{60}$	2-o. Squared yards munched
2/10 0						
3/10 0						
4/10 0						haul of sails
5/10 5						
6/10 5						
7/10 2	— " —	4.5	—	lc	$\frac{30.00}{61}$	4-o. Mustered at Quarters
8/10 0						
9/10 0						
10/10 0						12-o. Midnight.
11/10 0						
12/9 2	— " —	3.4	—	lc	$\frac{29.81}{60}$	

H. M. S. "Thimialaya" Gib to Malta Thursday 12th 1888.

HKT	Course	7	Wind	Wear	Bar Ther	Remarks
1	100 SE ² E	4.5	NNW	lc	$\frac{29.90}{60}$	2-0. Reduced to 35. Revs.
2	100					
3	88					
4	78					Steering as requisite
5	100					
6	105	5.6	NW	leg	$\frac{29.90}{58}$	for Malta Harbour Secured
7	50					
Secured to						
No 9. buoy						
Malta.						
		3.6	---	lep	$\frac{29.95}{60}$	to 9. Buoy 10-30. Co. Coaling

Secured to							
No. 9. Buoy							
Malta.							
		2	NNW	lep	$\frac{29.95}{56}$	Coaling Ship.	
						3-30. Finished do. 550. tons.	
5	80	As leg	4.5	WNW	---	$\frac{29.80}{62}$	5-40. Tipped and proceeded
6	110						out of harbour.
7	120						
8	120						
9	110						
10	110						
11	110						
12	110					$\frac{29.81}{62}$	Made sail on foremast.

Friday 13th

1	120	SE ² E 3/4 E	5.	WNW	cp	$\frac{29.73}{65}$	4-0. Patent Log 110 miles
2	122						
3	122						
4	122						
5	120						9-30. Divisions Read Prayers
6	90						
7	120	---	5.6	NNW	lc	$\frac{29.76}{65}$	Watch employed as requisite
8	122						
9	118						
10	118						
11	118						
12	118	---	5.6	WNW	lc	$\frac{29.83}{71}$	Patent Log 200 1/2 miles

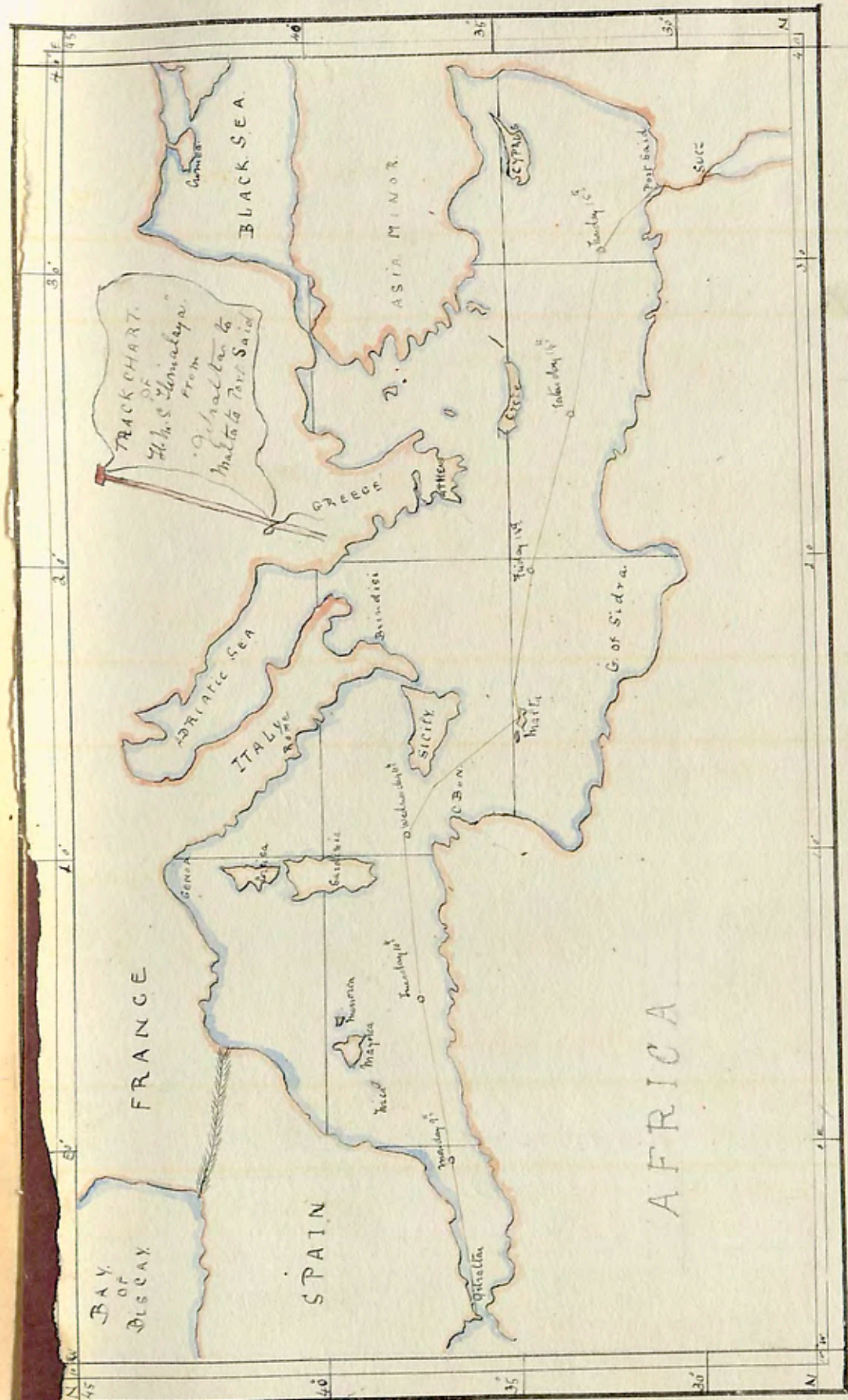
Grand Set Lat DR. 35° 3' N.

259° E 274'. Lat do. 38° 0' N

Long DR. 18° 45' E B + D Samietta

Long do 18° 39' E S 72° E 95.0

1	115	SE ² E 3/4 E	5.6	NW	cp	$\frac{29.72}{66}$	Watch employed cleaning
2	115						boats & as req.
3	115						
4	118						
5	115						
6	115	---	4.5	NNW	lc	$\frac{29.75}{63}$	In For T. g. sail
7	115						
8	115						
9	112						
10	112						Patent Log 246 miles
11	112						
12	90	---	4.5	NNW	lc	$\frac{29.73}{60}$	12-0. Midnight



U.S. "Himalaya" Multan to Port Said Saturday 14th

H	K	T	Course	7	Wind	Wav	Bar Ther	Remarks
1	0	0	SE ¹ E ³ / ₄ E	4.5	NNW	lc	29.72 60	Am
2	0	2						8-0. Patent Log. 460 miles
3	0	5						
4	0	8						
5	0	8						
6	0	8						
7	0	8						
8	0	8						
9	0	8						
10	0	8						
11	0	8						
12	0	8						
1	5	0		4	"	"	29.72 60	Employed cleaning ship & as requisite.
2	5	0						
3	5	0						
4	5	0						
5	5	0						
6	5	0						
7	5	0						
8	5	0						
9	5	0						
10	5	0						
11	5	0						
12	5	0		4.5	"	"	29.80 63	12-0. Patent Log 502. miles

Lat DR. Long DR. Lat 06 Long 06 B. and Dist. Damietta
 33° 41' N 23° 50' E 33° 45' N 24° 5' E 879' E 400'

1	0	8	SE ¹ E ³ / ₄ E	4.5	NNW	lc	29.88 70	Pm
2	0	8						Watch employed as req.
3	0	8						
4	0	8						
5	0	8						
6	0	8						
7	0	8						
8	0	8						
9	0	8						
10	0	8						
11	0	8						
12	0	8						
1	5	0						
2	5	0						
3	5	0						
4	5	0						
5	5	0						
6	5	0						
7	5	0						
8	5	0						
9	5	0						
10	5	0						
11	5	0						
12	5	0						
1	5	0		3	"	"	30.01 66	Reduced to 40 Paws.

Sunday 15th

1	0	0	SE ¹ E ³ / ₄ E	3.4	NNW	lc	29.99 65	Am.
2	0	0						8-0. Patent Log 658 miles
3	0	0						
4	0	5						
5	0	8						
6	0	8						
7	0	8						
8	0	8						
9	0	8						
10	0	8						
11	0	8						
12	0	8						
1	5	0		4.5	"	"	30.00 65	9-5. Mustered at Division Read Prayers
2	5	0						
3	5	0						
4	5	0						
5	5	0						
6	5	0						
7	5	0						
8	5	0						
9	5	0						
10	5	0						
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7	5	0						
8	5	0					</	

H. M. S. "Himalaya" Malta to Port Said Monday 16th

H	K	T	Course	F	Wind	Wear	Bar Ther	Remarks
1	11	5	SE ³ E	2.3	WNW	lc	$\frac{30.06}{65}$	Am
2	11	2						
3	11	2	SE					7.55. Stopped Embarked Pilot
4	11	3						Stopped Secured to lorry
5	11	0						
6	11	0						
7	11	0		1.2	WSW	lc	$\frac{30.02}{68}$	in Port Said.
8	10	5	As req.					PM
			Secured to the					Slipped from lorry & proceeded
			at Port Said.	1	South	lc	$\frac{30.00}{80}$	

Tuesday 17th

			As requisite	1	S	lc	$\frac{29.85}{59}$	Am	1-10 Still Hauser parted while
			Through						Checklids being passed by
			Suez Canal.	---	SSW	lc	$\frac{29.88}{66}$		a steamer
				2	NE	lc	$\frac{29.75}{70}$	PM	12-15. Secured to 35' gear.
									Entered Lake Timah to

Wednesday 18th

			As requisite	2	EVE	lc	$\frac{29.67}{67}$	Am	5-0. Weighed & proceeded
			Through						8-0. Passed through Bitter
			Suez Canal.	---	---	lc	$\frac{29.72}{91}$		Lake.
				---	---	lc	$\frac{29.82}{71}$		Stopped & found at 79'

Suez Canal.

			AT Suez	1.2	NE	scf	$\frac{29.87}{70}$	PM	Cast off from gear & proceed.
H	K	T	As req.	1	Varly	lc	$\frac{29.88}{71}$		ed - 2.50 Stopped came to
5	3	5							with B.B. in Suez Roads
6	10	5							
7	10	8							
8	11	0	SE ¹ E ¹ E						weighed & proceeded
9	11	0							
10	11	0							
11	11	0							
12	11	0	SE ³ / ₄ E	3	N	---	$\frac{29.70}{75}$		

H. M. S. "Limalaya" Aden to Colombo

Wednesday 25th

HKT	Course	7	Wind	Wca	Bar	Remarks
1	10 0				29.88	Am.
2	10 0	E ² S	2	East	83	
3	10 0					4-30. Observed Land on S ⁴ beam
4	10 5					
5	10 0					7-30 Set Foresail
6	10 0					
7	9 5				29.96	
8	9 5	E ² S 1/4 S	4.5	SE	84	9-30. Inspected arms Read.
9	10 0					
10	10 5	E 1/2 S.				
11	10 0					Prayers - Noon.
12	10 0		4	SE ¹ / ₂	29.99	

255' Co. S 84° E Dist 255' Lat x B: 12° 19' N Bearing & Dist S 82° E
 Long x B: 52 19 E Minikoi 1250'

1	10 0	E 1/2 S	3.4	South	29.92	Pm.
2	10 0				82	
3	10 0					Watch employed as req.
4	10 0					
5	10 5					4-0. Quarters. Up Foresail
6	10 2					
7	10 4	E ² S 1/4 S	1.2	SE ¹ / ₂ E	29.94	
8	10 5				82	
9	10 5					In Fore topsail down.
10	10 5					
11	11 0					
12	9 8	---	0	Calm	29.98	Topmast staysail

Thursday 26th

1	11 0	E ² S 1/4 S	0	Calm	29.95	Am.
2	11 0				82	
3	9 0					Set Fore Tugsail.
4	10 0					
5	10 0					9-30. Mustered at Divisions
6	10 0					
7	11 0					
8	10 5	---	2	ESE	30.04	Mustered Superior & boys with
9	10 5				84	
10	10 5					
11	10 5					Set for Topmast staysails.
12	10 8	---	2	SSE	30.04	

243 S 86° E 243' Lat DR. 11° 35' N Lat to 56 41 E
 Lat to 11 44' N Long to 56 40 E

1	10 5	E ² S 1/4 S	1	East	29.97	Making and mending clothes
2	10 5				86	
3	10 5					
4	10 5					In fore and aft sails
5	10 8					
6	10 8					
7	10 8	---	1	Var ¹ / ₂	29.99	
8	10 8				84	
9	10 5					10-55. Braced Round
10	10 5					
11	10 5					
12	9 2	---	3	East	30.01	12-0. Patent Log 276 1/2'

U. S. S. "Himalaya" Aden to Colombo Wednesday 25th

HKT	Course	7	Wind	Wea	Bar Ther	Remarks
1	10 0				29.88	Am
2	10 0	E 1/2 S	2	East	83	4-30. Observed Land on S th beam
3	10 0					
4	10 5					
5	10 0					
6	10 0					7-30 Set Fore sail
7	9 5				29.96	
8	9 5	E 1/2 S 1/4 S				
9	10 0					
10	10 5	E 1/2 S				
11	10 0					
12	10 0					

255' 6.584° E

1	10 0	E 1/2 S
2	10 0	
3	10 0	
4	10 0	
5	10 5	
6	10 2	E 1/2 S 1/4 S
7	10 4	
8	10 5	
9	10 5	
10	10 5	
11	11 0	
12	9 8	

1	11 0	E 1/2 S 1/4
2	11 0	
3	9 0	
4	10 0	
5	10 0	
6	10 0	
7	11 0	
8	10 5	
9	10 5	
10	10 5	
11	10 5	
12	10 0	

243 586° E

1	10 5	E 1/2 S 1/4
2	10 5	
3	10 5	
4	10 5	
5	10 8	
6	10 8	
7	10 8	
8	10 8	
9	10 5	
10	10 5	
11	10 5	
12	9 2	



U. S. S. "Himalaya" Aden to Colombo Friday 27th 1888.

HKT	Course	7	Wind	Wea	Bar Ther	Remarks
1	10 0	E 1/2 S 1/4 S	2-3	East	30.00	Am
2	10 0				83	Mustered by Surgeons
3	10 0					
4	10 5					
5	10 5					
6	10 5				30.07	Read Prisms. Ec = Liro
7	10 5				83	
8	10 5					

845'

ist MiniKoi
78° E 99'

being
insite
Quarter
11 1/2'

l.
ships.
No Steam
west.

MiniKoi
7 E 48'

o Pens.

10-65	Dracled Horned
12-5	Patent Log 276 1/2'

9	12 0				04	5-20. Set Fore topsail
10	12 0					
11	12 0					
12	9 8		3		30.07	and Fore topmast staysail
					84	

U.S. "Albatross" Aden to Colombo Friday 27th 1888.

H	K	T	Course	F	Wind	Wea	Bar +100	Remarks
1	0	0	E ² S 1/4 S	2.3	East ³	lc	$\frac{30.00}{83}$	Am.
2	0	0						Mustered by Surgeons
3	0	5						
4	5	5						Read Prayer. Esc ^a = Liro
5	5	5	---	2.3	---	lc	$\frac{30.07}{83}$	
6	5	5						Quarters.
7	5	5						
8	5	5						12-o. Patent Log 845'
9	5	5	---	2.3	---	lc	$\frac{30.10}{85}$	
10	5	5						
11	0	0						
12	10	2						

259'	S 82° E	Lat DR: 11° 35' N Lat Obs: 11° 44' N	Long DR: 58° 24' E Long Obs: 58° 31' E	B + D. Minikoi S 78° E 991'
------	---------	---	---	--------------------------------

1	10	8	E ² S 1/4 S	2	East ³	lc	$\frac{30.05}{84}$	PM
2	11	2						Watch employed covering
3	11	5						
4	11	5						boats and as requisite
5	10	5	---	2	---	lc	$\frac{30.05}{83}$	
6	10	5						4-o. Mustered at Quarters
7	10	8						
8	10	8						12-o. Patent Log 1011 1/2'
9	11	0						
10	11	0						
11	11	0						
12	9	0		2	---	lc	$\frac{30.04}{83}$	

Saturday 28th

1	11	0	E ² S 1/4 S	2	ENE	lc	$\frac{30.01}{83}$	Am
2	11	0						5-20. In Fore Tysail.
3	11	0						
4	11	2						Employed clearing ship.
5	10	8	---	2	---	lc	$\frac{30.05}{85}$	
6	10	8						Thru. throat. 11-50. P & O Steamer
7	10	8						
8	11	0						passed star. ship west.
9	11	0						
10	11	2						
11	11	2						
12	9	8		2	---	lc	$\frac{30.10}{84}$	

258'	E ² S 1/4 S.	Lat DR. 10° 5' N Lat Obs. 10° 5' N	Long DR. 65° 5' E Long Obs. 65° 20' E	B + D. Minikoi S 74° E 448'
------	-------------------------	---------------------------------------	--	--------------------------------

1	11	0	E ² S 1/4 S	1	ENE	lc	$\frac{30.02}{85}$	PM
2	11	0						3-50. Increased to 50 Pans.
3	11	0						
4	11	5						4-o. Quarters
5	12	0	---	2.3	NNE	lc	$\frac{30.06}{84}$	
6	12	0						5-20. Set Fore Tysail
7	12	0						
8	12	0						and Fore topmast staysail
9	12	0						
10	12	0						
11	12	0						
12	9	8		3	---	lc	$\frac{30.02}{84}$	

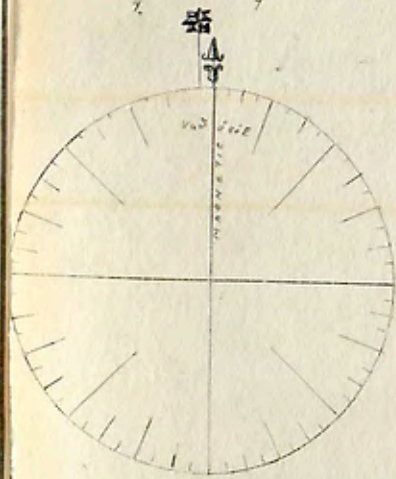
U. N. S. "Himalaya" Aden to Colombo Sunday 29th 1888

H	K	T	Course	#	Wind	Wk	Bar Fath	Remarks
1	12	2	E ¹ S 1/4 S	2-3	NE N	lc	$\frac{29.95}{84}$	Am
2	12	5						Exchanged Colours with Juman
3	12	2						
4	10	2						
5	10	8						S.S. Prussian standing to
6	12	2						
7	12	0	---	3	NNW	lc	$\frac{30.01}{84}$	Westward
8	12	0						
9	12	0						
10	12	0						
11	12	0						
12	2	0	---	---	---	lc	$\frac{30.01}{86}$	9-30 Turcino. Turin Service
256.4			E ¹ S 1/4 S	Lat DN 9° 4' N Lat No 8° 58' N.			Long DR 69° 50' E } 34 D Munkri Long No. 69° 43' E } 576 E 186'	
1	12	0	E ¹ S 1/4 S	3	NNW	lc	$\frac{29.95}{86}$	L-o. Patent Log 1453 1/2'
2	12	0						
3	12	0						
4	12	0						
5	12	2						5-o. Performed Turin
6	12	2						
7	12	2	---	2	NW ²	lc	$\frac{29.98}{94}$	Service
8	12	2						
9	12	0						
10	12	0						
11	12	0						
12	9	8	---	3	---	lc	$\frac{29.99}{82}$	8-20. Turbed Foresail

Monday April 30th

1	12	0	E ¹ S 1/4 S	2	NW	lc	$\frac{29.95}{87}$	Am
2	12	0						7-30. Stopped Set Foresail
3	10	0						
4	12	0						
5	12	0						
6	11	5	E ² N	3	---	lc	$\frac{29.95}{83}$	Fore Laysail & fore topmast
7	11	5						
8	7							Laysail Increased 50 Revs.
9	11	0						
10	11	0						
11	11	8						
12	12	2	E ² S 1/4 S	3-4	NNW	c	$\frac{29.98}{85}$	P & O Valletta passed standing Eastward
280.6			E ¹ S 1/4 S	Lat DN 7° 50' N Lat No 7° 48' N			Long DN 74° 10' E } 34 D Colombo. Long No. 74° 23' E } 381 E 327'	
1	12	0	E 3/4 S	3-4	NW ²	lc	$\frac{29.87}{85}$	P M.
2	12	2						L-o. Mustered at Quarter
3	12	2						
4	12	2						
5	12	0						
6	12	0						
7	12	0	---	2	---	---	$\frac{29.90}{85}$	5-20. Braced forward the Yards
8	12	0						
9	12	0						
10	12	5						In In Laysail.
11	12	5						
12	10	8	---	1	hulls	l	$\frac{29.94}{85}$	Ex: Fri brts crew.

COLOMBO HARBOUR



H. M. S. "Thetis" Colon to Colombo Tuesday 1st 1888.

HRT	Course	F	Wind	Sec	Bar	Remarks	
1	12 0	E 3/4 S	3	West	lc	29.93 / 82	6- Squad Yards.
2	12 0						
3	12 0						
4	12 0						Paid money to ship's company
5	12 0						
6	12 0		3	SW	lc	29.94 / 84	PM
7	12 0						
8	12 0						3.30. Came to with BB
9	12 0	Colombo					
10	12 0	Harbour	3		lc	29.92 / 85	Secured to buoy in Colombo H:
11	12 0						
12	11 5						

Wednesday 2nd

Secured H:	1	SW	lc	29.90 / 86	am	Pand's Steamer Vuona arrived
and Stern in Colombo H:	1	West	lc	30.02 / 80	PM	Employed Coaling Ship Finished Coaling Rec: 300 tons
	2		lc	29.92 / 86		Privilege leave to Port Watch.

Thursday 3rd

Secured H:	1	West	lc	29.91 / 86	am	Employed cleaning Ship
and Stern in Colombo Harbour	1	NW	lc	30.06 / 92	PM	Rec: 200 lbs Fresh Beef Gave privilege leave to.
	1	West	lc	29.87 / 82		Starboard Watch.

Friday 4th

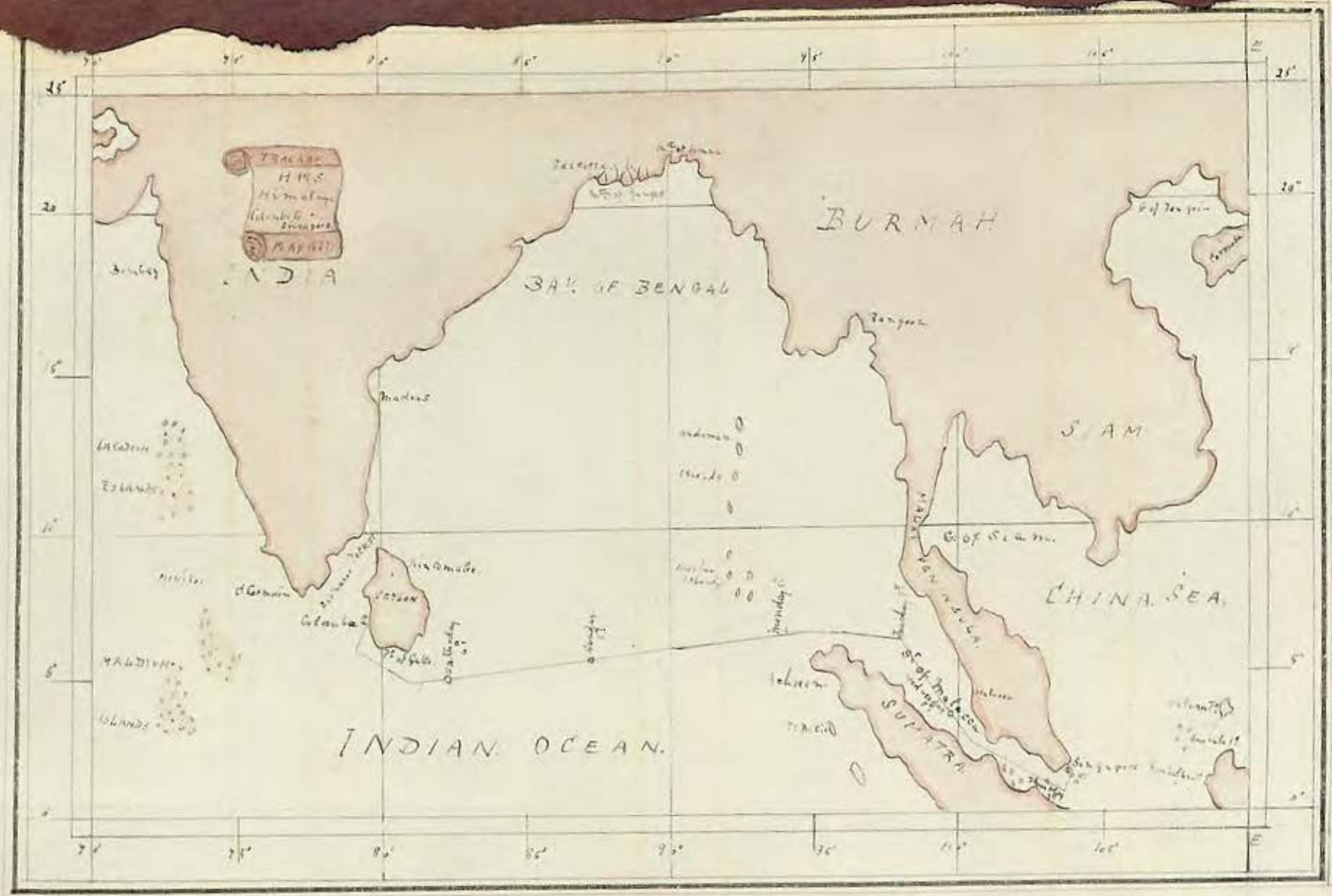
Secured Head and Stern in Colombo Harbour	2	W.	lc	29.87 / 84		6-0 Up Steam Cutter. PM Up steam 5.20 Phipped from
"	3			29.78 / 92		buoy and proceeded out of
as requisite for Colombo H:	2	SW		29.88 / 85		harbour 46 revolutions

H.M.S. "Himalaya" Colombo to Singapore Saturday 5th May

HKT	Course	F	Wind	Wear	Bar Ther	Remarks
1	105				29.87	12-10 Alt G to ESE P: de Galle Light abeam.
2	105	3	SW	lc	82	
3	105					
4	105					
5	105					
6	105					
7	105				29.94	
8	105	3	---	---	86	
9	100					
10	98					Employed Cleaning Ship
11	98					
12	98	3	---	---	29.96 85	
134'	E 1/4 N.	Lat DR 5 44 N Lat DO 5 44 N			Long DR 81 54 } B & D Pulo Braces. Long DO 81 58. } East 702'	
1	98				29.78	Watch employed as requisite 4-0. Mustered at Quarters Set fore and aft Sails 12-0. Midnight
2	98	14	WSW	lc	84	
3	98					
4	98					
5	98					
6	98					
7	98	3	S.	---	29.80	
8	98				84	
9	100					
10	100					
11	105					
12	88	23	---	o/c	29.84 84	

Sunday 6th

1	98				29.85	4-25. In fore & aft Sails 9-45. Mustered by Surgeons Performed Divine Service 12-0. Noorr.
2	98	14	SE	lc	82	
3	98					
4	98					
5	98					
6	98					
7	98					
8	98	3	West	---	29.96	
9	98				82	
10	98					
11	98					
12	98	23	WSW	---	29.92 86	
219'3	East	Lat DR 5 55 N Lat DO 5 44 N			Long DO 85 54 E } B & D Pulo Braces. Long DR. 86 4 E } S 89 E 538'	
1	98				29.85	Patent Log 430 1/2 Miles Mustered at Quarters Performed Divine Service 12-0. v. Midnight
2	98	2	WSW	lc	85	
3	98					
4	98					
5	98					
6	98					
7	98					
8	98	13	SE	---	29.85	
9	98				81	
10	98					
11	98					
12	98	2	---	---	29.82 82	



H.M.S. "Himalaya" Colombo to Singapore Monday 7th May

HKT	Course	F	Wind	Wca	Bar Ther	Remarks
1 9 0	East	13	SE	lep	29.87 83	8-10. Load sails on foremast.
2 9 0						
3 9 0						
4 9 0						
5 9 0	" "	13	" "	lc	29.94 84	9-30. Mustered at Divisions
6 9 0						
7 9 0						
8 9 0						
9 9 0	" "	2	" "	c	29.96 85	12-0. Noon.
10 9 0						

32.2	East	Lat DR. 5. 58 N	Long DR 99 58 E	B + D. Pulo Braese.
		Lat No 6. 8 N	Long No 90 32 E	S 85 E 271'

1 9 5	E 1/2 S	12	SE	lep	29.91 88	12-15. Increased 40. Revolution
2 8 8						
3 0 8	" "	2	" "	lc	29.90 88	1-0. Alt Course to E 1/2 S.
4 0 5						
5 9 0						
6 9 0						
7 9 0	" "	" "	" "	" "	29.95 83	4-0. Quarters.
8 9 0						
9 9 0	" "	" "	" "	" "	" "	9-0. Reduced 34 Revolution.
10 9 0						
11 8 5	" "	" "	" "	" "	" "	" "
12 6 0						

Tuesday 8th

1 0 5	E 1/2 S	12	SE	lm	29.87 83	Increased 36 Revolution
2 0 6						
3 0 5	" "	" "	" "	lc	29.94 84	9-30. Mustered by Divisions
4 2 2						
5 0 5						
6 0 5						
7 9 0	" "	2	SW	lc	29.96 85	at requisite 12-0-0.
8 9 0						
9 9 0	" "	" "	" "	" "	" "	" "
10 9 0						

11.8	E 1/2 S	Lat. 5 50 N	Long DR 94 16 E	B + D. Pulo Braese.
		Lat No 5 50 N	Long No 94 E	S 84 E 48'

1 9 0	E 1/2 S	2	SW	lc	29.98 87	2-0. Watch employed variously and as requisite.
2 9 0						
3 9 0	" "	1	WSW	" "	29.97 85	4-0. Mustered at Quarters
4 9 0						
5 9 0	" "	0	Calm	" "	29.94 81	12-0. Midnight
6 9 0						
7 9 0	" "	" "	" "	" "	" "	" "
8 9 0						
9 9 0	" "	" "	" "	" "	" "	" "
10 9 0						
11 9 0	" "	" "	" "	" "	" "	" "
12 9 0						

U. S. S. "Himalaya" Colombo to Singapore Wednesday 9th May.

H	K	T	Course	F	Wind	Wen	Bar	Ther	Remarks
1	8	0	E 1/2 S	2	Variable	light	29.94	83	1-15. Stopped checked Ship's way.
2	5	5							
3	8	0							
4	7	0							Proceeded 34 Revolutions.
5	8	5							
6	8	5							
7	8	5							
8	8	5	"	"	SW.	light	29.94	83	Mustered by Division Prayers
9	9	5							
10	10	5							
11	10	5							
12	10	5	SE 1/4 E	1	NE	light	29.92	86	12-0. Patent Log 1038 1/2 miles
210.6			SE 1/4 E	Lat DR. 5 13 N Lat No 5 18 N		Long DR 97 44 E Long No 74 48 E		37 D Singapore. S 60 E 358'	
1	5	2	SE 1/4 E	3	SW	oct	29.97	86	PM.
2	5	2							
3	10	5	SE 1/4 E						12-30. Alt Course to SE 1/4 E.
4	10	5							
5	10	5							
6	10	8							5-26 Increased to 46 revolutions
7	10	8	"	2	"	oct	29.87	86	
8	10	8							
9	10	5							8-35. Reduced to 42 Rev.
10	10	2							
11	10	0							
12	10	0	"	1	NNE	light	29.95	85	12-0. Patent Log 1161 miles

Thursday 10th

1	10	2	SE 1/2 E.	4.7	East	light	29.91	81	AM. Alt Course to SE 1/2 E.
2	10	4							
3	10	5							
4	9	0							
5	10	0							7-20. Obs. Area Lelands.
6	10	0							
7	10	0							
8	10	0	SE.	2	NW.	light	29.91	81	9-30. Division, Read Prayers
9	10	5							
10	11	0							
11	10	8							
12	11	0	SE 1/2 E	12	"	light	30.02	85	12-0. Patent Log 1281 1/2 miles

238.2			SE 1/2 E	Lat DR. 4 31 N Lat No 4 28 N.		Long DR 102 5 E Long No 102 2 E		34 D Singapore S 52 E 174'	
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1	10	8	SE 1/2 E	1	ESE	light	29.86	85	PM.
2	10	5							
3	10	5							2-20. Alt Course to SE.
4	10	8							
5	10	8							
6	10	5	SE 1/2 E						4-0. Mustered at Quarters.
7	9	5		2	West	light	29.90	84	
8	9	5							
9	9	0	SE 3/4 E						5-20. Reduced to 40 Revolutions
10	8	8							
11	8	8							
12	8	8	"	2	"	light	29.97	82	12-0. Patent Log 1375 miles

H. M. S. "Himalaya" Colombo to Singapore Friday May 11th 1888.

HKT	Course	F	Wind	Wva	Bar Ther	Remarks.
1 2 3 4 5 6 7 8	SE 3/4 E	1	East	len	$\frac{29.92}{84}$	Am 7-0. Stopped Pilot came aboard
	as reg. for Singapore.	0	calm	lc	$\frac{29.01}{86}$	Proceeded in charge of pilot to wharf pm 8-30 Commenced coaling 5-0. Finished do
	Alongside Coaling Wharf at Singapore.	2	SE	---	$\frac{29.97}{88}$	5-20. Cast off from jetty and proceeded to E

Saturday 12th

	Anchored.	1	NNW	lc	$\frac{29.91}{80}$	Am. Hands employed cleaning ship.
	Off Singapore.	2	SE	---	$\frac{29.84}{82}$	16 time expired men joined from "Grión" pm Landed liberty men.
		0	calm	---	$\frac{29.92}{81}$	12-0. Midnight

Sunday May 13th

	Anchored.	1-2	SE	lc	$\frac{29.90}{79}$	5-50. Lit fire in steam cutter.
	Off Singapore.	0	calm	---	$\frac{29.99}{78}$	9-45. Mustered at Surgeon's pm. Gave privilege leave to Sta. ^{6th} watch
		1	SE	---	$\frac{29.92}{81}$	12-0. Midnight

Monday May 14th

	Anchored.	0	calm	lc	$\frac{29.91}{80}$	Am 7-30. H. M. S. "Firebrand" sailed
	Off Singapore.	1	SW	lc	$\frac{29.97}{84}$	Transporting baggage to H. M. S. pm "Grión" & vice versa.
		0	calm	lc	$\frac{29.95}{84}$	12-0. Midnight -

H. M. S. "Himalaya" at Singapore. Tuesday May 15th 1888.

Position	7	Wind	Wear	Bar Ther	Remarks
Anchored. Off Singapore.	0	Calm	bc	$\frac{29.94}{85}$	6-50. Lit fire in steam cutter. 7-30. Sent working party to H. M. S. "Crescent" Old German barge drifting towards us. 9-15 In jilboon. Hoisted T. 9. Masts veered to 5 1/2 shackles.
	1.5	Var ^{ly}	or	$\frac{29.96}{82}$	
	7	ENE	bc	$\frac{29.90}{79}$	

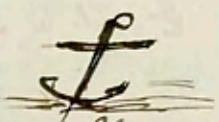
Wednesday 16th

Anchored. Off Singapore.	1	SW.	bc	$\frac{29.87}{79}$	<u>Am.</u> 8-20. Disembarking new crew for "Crescent" and embarking old crew from same 8-40. "Crescent" commissioned by Capt. Carr
	2	West	---	$\frac{29.78}{84}$	
	1	---	---	$\frac{29.81}{80}$	12-0. Midnight

Thursday 17th

Anchored Off Singapore.	0	Calm	bc	$\frac{29.83}{82}$	<u>Am.</u> Embarked 4 Indulgence passengers and 4 prisoners by England. Hands employed
	1	SW	---	$\frac{29.80}{84}$	
	0	Calm	---	$\frac{29.87}{82}$	Variouly & as requirte

Thursday (Contd).

 Off Singapore	1	SE.	bc	$\frac{29.86}{82}$	<u>Pm.</u> 4-0. Employed Preparing for sea & Securing & Covering boats
	0	Calm	c	$\frac{29.84}{85}$	4-0. Mustered at quarters.
	0	---	bc	$\frac{29.81}{80}$	12-0. Midnight -

SINGAPORE.

Nautical Miles



H. S. "Himalaya" at Singapore Friday (April) May 17th 1880.

Position	7	Wind	Wave	Bar Ther	Remarks
Singapore.	1	SW	bc	$\frac{29.91}{79}$	Examined life bouys Found
	1	"	"	$\frac{29.92}{86}$	life bouys to be correct 9-35. Shortened in. 10-30.
	2	"	"	$\frac{29.93}{87}$	Weighted & proceeded 50 Revs.

HKT Course.

1	11 5	NW $\frac{1}{2}$ W.	1	10 SW	bc	$\frac{29.92}{86}$	PM
2	11 0					1-0. Altered Course to NW $\frac{1}{2}$ W.	
3	11 0						
4	11 0						
5	11 2						
6	11 2						
7	11 8	"	2	SW	"	$\frac{29.94}{84}$	4-0. Mustered at Quarters.
8	11 8					9-0. Sighted Cape Rachala 2 $\frac{1}{2}$	
9	11 8						
10	11 0						
11	11 8						NW $\frac{1}{2}$ W. 12-0-0. Midnight.
12	11 8	"	0	Calm	"	$\frac{29.92}{80}$	

Saturday 18th

1	11 5	NW $\frac{1}{2}$ W.	1.7	West	only	$\frac{29.85}{83}$	AM.		
2	11 0	"					Pointed Yards to wind		
3	11 5								
4	11 0	WN W.	2.	S'	bc	$\frac{29.73}{86}$	8-0 Patent Log 133 $\frac{1}{2}$ miles		
5	11 5	NW $\frac{1}{2}$ W.							
6	11 5								
7	11 5						Impl. Chasing ship throughout		
8	11 5								
9	11 5								
10	11 5								
11	14 0		2	S'	bc	$\frac{29.94}{84}$	12-0. Alt C to. N W $\frac{3}{4}$ W		
12	11 8	"							

DR. 3° 50' N. Latols 3° 56' N Co & Dist made good. NW. 280'

DR 101° 50' E Longols. 101° 36' E Bearing & Dist of P. Tarash N 38° W. 346'

1	11 0	NW $\frac{3}{4}$ W.	2.	S.	bc	$\frac{29.86}{85}$	PM.			
2	11 0						Watch employed variously.			
3	11 0						8-45. Down for top-yard in jibboom			
4	11 5									
5	11 5									
6	11 0	"	4-6	W.	bc	$\frac{29.98}{82}$	Threw T. & Masts.			
7	11 0									
8	10 5									
9	10 5									
10	10 5									
11	10 5						12-0-0. Midnight.			
12	10 5	"	2.4	"	bc	$\frac{29.96}{82}$				

H.M.S. 'Himalaya' at Sea. Sunday. May 20th Singapore to Mauritius

H	K	T	Course	7	Wind	Wca	Bar Ther	Remarks
1	10	5	NW 3/4 N	2.3	WNW	lc	$\frac{29.80}{84}$	Am
2	10	5	"					Trick weather with heavy squalls. W.
3	10	5	"					
4	10	5	West.					
5	11	0						9-50 Divine Read Prayers
6	10	5						
7	10	5		6.9	---	o/gm	$\frac{29.86}{75}$	Down. T. 9. Masts. Flored main
8	10	0						
9	10	5						
10	10	5						
11	11	0						Top gallant mast.
12	10	5	---	3.	West.	oc	$\frac{29.86}{80}$	

Lat DR. 5° 45' N Lat Ho 5° 42' N Co & Dist Made good N 68° W. 248'

Long DR. 96° 9' E Long Ho 96° 10' E B² & Dist. of 7² Taraph N 88° W 65'

1	11	5	West.	2	West	c	$\frac{29.83}{84}$	P _m .
2	11	5						4-0. Ob. 3 Dutch Juncoats at 8
3	11	5						
4	11	8						
5	10	5						
6	10	5	SW.	3	SW.	---	$\frac{29.88}{81}$	5-20. Reduced to 46 Pms Alt Co
7	10	0						
8	10	0						
9	10	5						to SW. 5-30 Performed Divine
10	10	5						
11	10	5						Service. Midnight
12	10	5	---	2	---	---	$\frac{29.85}{81}$	

Monday 21st

1	10	5	SW.	1.2	W.	c	$\frac{29.80}{82}$	Am.
2	10	5						8-5. Braced Round.
3	10	5						
4	10	5						9-0. Set fore & aft sails.
5	10	5						
6	10	5						
7	10	5						
8	10	5						
9	10	5	---	2.3	WSW.	p.	$\frac{29.85}{83}$	9-30. Mustered by Division. Prayers
10	10	5						
11	12	0						
12	10	5	---	---	---	---	$\frac{29.86}{83}$	10-45. Set fore & aft. Sails.

Lat DR. 3° 34' N Lat Ho 3° 30' N Co and Dist Made good SW. 251 miles

Long DR. 92° 40' E Long Ho. 92° 56' E B² and Dist. of Flat 1² S 56' W 2500'

1	10	5	SW.	2	WSW.	cp	$\frac{29.79}{83}$	P _m .
2	10	5						Watch employed as requisite
3	10	5						
4	10	5						
5	10	5						
6	10	5						
7	10	5						
8	10	5	---	2.3	---	cp.	$\frac{29.84}{83}$	4-0. Quarters Patent Log 817'.
9	10	5						
10	10	0						
11	9	8						
12	10	0	---	5.7	---	cp	$\frac{29.83}{80}$	12-0. Patent Log 893 3/4 miles

H. M. S. 'Limalaya' Singapore to Mauritius May 22nd Tuesday 1880

H	k	t	Course	F	Wind	Wear	Bar Ther	Remarks
1	10	0	SW	4.8	WSW	c	29.76 79	am
2	9	5						4-o. Patent Log 920 1/2 miles.
3	0	5						
4	9	0	---	4.5	---	c	29.81 78	7-4.5. Divine Prayers.
5	0	8						
6	5	0						
7	0	0						Watch employed. Variously &
8	0	0						
9	0	0						
10	0	8						
11	11	0						
12	10	5	---	3.4	---	---	29.85 84	as most requisite

Lat DR 0° 58' N. Lat Do 0° 22' N Co & Dist Made good S 62 W. 252'
 Long DR 89° 51' E Long Do 89° 49' E B³ & Dist Mauritius S 57 W. 2260'

1	9	0	SW.	3.4	WSW	c	29.75 84	pm
2	9	5						4-o. Mustered at Quarters
3	9	5						
4	9	5						Patent Log. 1028' miles.
5	9	5						
6	9	5	---	---	---	---	29.85 84.	8-o. Patent Log. 1046 Miles
7	9	6						
8	9	0						
9	10	0						
10	10	0						
11	10	0						
12	10	0	---	3	---	bc	29.87 84	12-o-o. Midnight.

Wednesday 23rd

1	10	0	SW.	2.4	WSW	bc	29.81 83	am
2	9	0						4-o Patent Log 1142 miles.
3	9	0						
4	2	8						7-o. Mustered by Surgeons.
5	10	0						
6	10	0	---	2	SW	---	29.86 83	Read Prayers Expected am.
7	9	5						
8	9	5						
9	9	8						
10	10	0						
11	10	8						
12	10	8	---	---	---	bc	29.90 85	Celicity at closing & opening w. T. Doors

Lat DR 2° 15' S Lat Do 2° 16' S Co & Dist Made good. S 47° W. 230'
 Long DR 86° 45' E Long Do 87° 9' E B³ & Dist Mauritius S 57 W. 2030'

1	10	2	SW.	2	SW.	bc	29.86 84	pm
2	10	2						3-30. Exc ^o watch closing w. T. doors
3	10	2						
4	10	0						4-o. Quarters Patent d. 1259'
5	10	0						
6	10	0	---	3	WSW	---	29.92 85	7-30. Let the Loyal and the
7	10	0						
8	10	0						
9	10	0						
10	10	2						
11	10	2						
12	10	2	---	2	West	---	29.91 71	topmast staysail -

H. M. S. "Himalaya" Singapore to Mauritius May 24th Thursday.

H	K	T	Course	F	Wind	Wtr	Bar Ther	Remarks.
1	10	2	SW.	2.3	W.	lc	$\frac{29.84}{82}$	Am
2	10	2						5-30 Put Jibboom Lidded T. 9. Int ^o
3	10	2						
4	10	2						
5	10	2						
6	10	5						Crossed Topgallant Yards.
7	10	5	---	3	---	lc	$\frac{29.90}{83}$	
8	10	5						9-30. Mustered by Divisions.
9	10	2						
10	10	2						
11	12	5						11-0. Set Foreail.
12	10	0	---	0	NNW	---	$\frac{29.90}{83}$	

Lat DR 5° 4' S Lat Obs 5° 12' S Co & Dist Made good S 43 W. 229'

Long DR 84° 2' E Long Obs. 84° 55' E B² & Dist Mauritius S 61° W. 1810'

1	10	0	SW 1/4 W.	3	NNW	lc	$\frac{29.80}{83}$	7 th
2	10	5						Making & mending clothes
3	10	5						
4	10	5						8-30. Loosed Fore topsail.
5	10	5						
6	10	5	---	3	NW.	---	$\frac{29.85}{82}$	6-0. Lured Fore topsail
7	10	5						
8	10	5						
9	10	5						
10	10	2						9-45. Ex ^o Fire boats crew.
11	10	2						
12	10	5	---	3	---	---	$\frac{29.86}{81}$	

Friday 25th.

1	10	0	SW 1/2 W.	3	NW ²	lc	$\frac{29.79}{78}$	Am
2	10	0						Loosed fore topsail Lured and
3	10	0						
4	10	0						
5	10	0						
6	10	5						Shifted Fore topsail
7	10	5						
8	10	5	---	---	---	c	$\frac{29.82}{81}$	9-30. Divisions. Prayers. Exercises
9	10	5						
10	10	5						
11	12	0						Fire stations.
12	10	5	---	---	---	lc	$\frac{29.85}{82}$	

Lat DR 7° 36' S Lat Obs 8° 3' S Co & Dist Made good S 50 W 263'

Long DR 80° 57' E Long Obs 80° 50' E B² & Dist. Mauritius S 62° W. 1655'

1	10	2	SW 1/2 W.	3	NNW	lc	$\frac{29.80}{83}$	7 th
2	10	2						Watch employed holystoning
3	10	2						
4	10	0						
5	10	0						
6	10	0						
7	10	0						
8	10	0	---	---	---	c	$\frac{29.85}{81}$	4-0. Mustered at quarters.
9	10	0						
10	11	0						
11	11	0						
12	11	0	---	---	---	c	$\frac{29.83}{81}$	8-20. Rrounded in Fore yard.

H.M.S. "Himalaya" Singapore to Mauritius Saturday 26th May.

H	K	T	Course	F	Wind	Wear	$\frac{Bar}{Time}$	Remarks
1	10	5	SW 1/2 W.	4.5	N.W.	Opd	$\frac{29.76}{78}$	<u>Am.</u> 4-0. Patent Log 1860 miles
2	10	5						
3	10	8						
4	10	0						
5	10	0						
6	10	0						
7	10	0	---	4	North	over	$\frac{29.82}{78}$	8-0. Patent Log 1901 1/2 miles
8	10	8						Employed cleaning ship.
9	10	0						
	12	0						
	12	0						
	10	8	---	4	---	---	$\frac{29.85}{79}$	12-0. Patent Log 1944 1/2 miles

tDR. 17° 36' S' Long 85° 10' 42' E' Co and Dist M^d 900. S 50° W. 259'

Long DR 77° 20' W Long 82° 47' 86' W. B^d and Dist Flat 1 1/2. S 64° W. 1276.

11	8		S W 1/2 W.	3	North	e	$\frac{29.82}{78}$	<u>P.M.</u> Set fore top sail.
10	0							
10	8							
10	5							5-0. Braced Round.
10	0		---	3	East	e	$\frac{29.96}{81}$	Rolling 15° to Pat + 20° to 30°
11	0							
11	2							
11	2							12-0. Patent Log 2071 miles.
11	5		---	4.2	---	bc	$\frac{29.95}{79}$	

Sunday 27th

11	5		SW 1/2 W.	3.4	East	bc	$\frac{29.89}{78}$	<u>P.M.</u> Patent Log 2150 miles.
11	5							Eased to 44 Revolutions.
11	5							
11	5		---	4.5	---	bc	$\frac{29.95}{80}$	Set fore top gallant sail.
11	2							
11	0							9-45. Officers Read Prayers.
11	0							
10	8		---	---	---	bc	$\frac{30.00}{78}$	
11	2							

tDR. 12 50' S' Lat 85° 13' 24' S' Co and Dist M^d 900. S 66° W. 249'

Long DR 73 27' W. Long 80 72 41' W. B^d and Dist Flat 1 1/2 S 68° W 725'

11	0		SW 1/2 W.	4.5	East	bc	$\frac{29.97}{78}$	<u>P.M.</u> Altered Course to SW 1/2 W.
11	0							
11	0							
11	0							
11	5		---	4.5	---	cp	$\frac{30.07}{78}$	5-20. Set fore 7/8 of sail and
11	5							1 st Reef of top sails.
11	5							
11	5							
11	5		---	4.5	---	cp	$\frac{30.07}{81}$	12-0. P. Log 2330 miles.

H. M. S. "Himalaya" Singapore to Mauritius Wednesday 30th 1888.

H	K	T	Course	#	Wind	Wear	Bar this	Remarks.
1	10	5	W S W.	3-4	East ^{ly}	lc	30.11 77	Am. 8-10. Loosed Foresail. Tumbled do.
2	10	0						
3	10	0						
4	10	0						
5	10	0						
6	10	0						
7	10	0	— " —	4	—	lc	30.12 78	9-30 Mustered by Surgeon
8	10	0						
9	10	0						
10	10	0						
11	13	2						Watch employed as requisite
12	10	0	— " —	3-4	—	lc	30.14 79	

Lat 20 10 50 S Lat 20 61° 0' W Co and Dist In 90d. 569° W. 254'
 Long 20 10 44 S Long 20 18 54 W B^d and Dist Flat 7^d 511 W 198'

1	10	5	W S W.	3	East ^{ly}	lc	30.10 77	7 ^{PM} 1-30. 17 th Yards. Mended Fuel of
2	10	5						
3	10	5						
4	10	5						
5	10	5	W ¹ S 1/2 S.	3	—	lc	30.15 76	Sails. Mustered at Quarters.
6	10	5						
7	10	5						
8	10	5						
9	10	5						
10	10	5						
11	10	5						
12	10	5	— " —	3	—	lc	30.17 78	12-0. Patent Log 3055 miles.

Thursday 31st

1	10	2	W ¹ S 1/2 S.	3	East ^{ly}	lc	30.16 76	Am. 5-10. Alt Co to SW 1/2 W. 10-0. Pilot
2	10	2						
3	10	2						
4	10	0						
5	10	2	S W 1/2 W.	4	—	c	30.16 77	Coast came aboard & took ship
6	10	5						
7	10	5						
8	10	2	as eq.	—	—	—	—	into harbour. Secured Bow & Stern
9	9	0						
10	5	0	— " —	—	—	—	—	7 ^{PM} Mornings. Rec ^d 29 tons water.
Moored H ^d & Stern in S ^t Louis Harbour.				0	Calm	lc	30.15 77.	

Friday June 1st

Secured Bow and Stern in Port Louis Harbour S W.				2-3	West	lc	30.11 79	Am Comp. Coaling ship. Embarked 11 Soldiers and 2 Officers for passage to England
				0	Calm	lc	30.12 77	7 ^{PM} 2 ^d -00 Finished Coaling Rec ^d 275 tons
SW 1/4 S				0	—	lc	30.15 75	5-10 Slepped and proceeded in charge of pilot. 5-25 Discharged pilot Shaped Course S 1/4 S.
				0	—	lc	30.15 75	

H. N. S. "Himalaya" from Mauritius to Simon's Bay Saturday 2nd 1888.

H	K	T	Course	F	Wind	Wca	Bar ther	Remarks
1	10	2	S W.	3 1/2	SE ²	lep	30.18 73	Am
2	10	4						Alt Course to SW 1/2 W.
3	10	2						
4	10	2						
5	10	2	SW 1/2 W.	3	South ²	lc	30.19 76	Employed cleaning ship throughout
6	10	2						11-30 Mustered by open list
7	10	2						
8	10	2						
9	10	0						
10	10	0						
11	10	0						
12	10	0						
			---	3	---	lc	30.19 74	Paid Monthly money to Ship's Company

Lat DR 22 12 31 Lat DR 22 7 5 Co and Dist M^o 9^o S 24 8 W 175'
 Long DR 55 6 E Long DR 55 5 E True B^o and Dist 7^o 5' Dauphin S 68 W 470'

1	10	0	SW 1/2 W.	3	SSE	lc	30.17 75	Pm
2	10	0						1-30 Lit Lanesail
3	10	0						
4	10	0						
5	10	0	---	---	---	lc	30.21 75	Watch employed variously
6	10	0						5-10. Braced up Fore yard.
7	10	0						
8	10	0						
9	10	0						
10	10	0						
11	10	0						
12	10	0						
			---	---	---	lc	30.21 72	6-10 Down T. Gallant Mast.

Sunday June 3rd

1	10	0	SW 1/2 W.	3	South	lep	30.14 78	Am
2	10	0						4-10. Patent Log showed 327.
3	10	0						
4	10	0						
5	10	0	---	---	SE	lc	30.23 72	9-10.5. Mustered at Durban.
6	10	0						Performed Divine Service.
7	10	0						
8	10	0						
9	10	5						
10	10	5						
11	10	5						
12	10	2						
			---	---	---	lc	30.21 72	12-0-0. Noon.

Lat DR. 24 16 S Long DR. 51 20 E Co and Dist M^o 9^o S 59 W. 258'
 Long DR. 24 7 S Long DR. 51 22 E B^o & Dist. Fort Dauphin S 74 W 255'

1	10	2	SW 1/2 W.	3	SSE	lc	30.17 77	Pm
2	10	0						5-10. Performed Divine Service
3	10	0						
4	10	0						
5	10	0	---	3	South ²	lc	30.20 65	6-10 Up and Furl'd foresail
6	10	0						8-0-0.
7	10	0						
8	10	0						
9	10	0						
10	10	0						
11	10	0						
12	10	0						
			---	2	---	lc	30.18 70	12-0-0. Midnight

U. S. S. "Albatross" from Mauritius to Simon's Bay Monday June 4th

H	K	T	Course	7	Wind	Sea	Bar ther	Remarks
1	10	0	S W 1/2 W	1	S.	lc	$\frac{30.15}{69}$	Am
2	10	0						
3	10	2						4-0. Patent Log showed 56 1/2 miles
4	10	2	---	2	SE	lc	$\frac{30.16}{69}$	4-5. Mustered by Division Prayers
5	10	0						
6	10	0						
7	10	0						
8	10	0						Medically in sp ^{ts} Raleigh Ship Co.
9	10	0						Watch various by employed.
10	10	0	---	3	ESE	lc	$\frac{30.14}{76}$	
11	10	0						
12	10	0						

Lat Dr. 26 19 S Lat Dr 26 15 S Co and Dist Made 93 S 66 W 229'
 Long Dr 47 37 E Long Dr 47 50 E B^{ts} and Dist Cape Recife S 58 W 1350'

1	10	0	W S W	3	ESE	lc	$\frac{30.13}{79}$	PM
2	10	0						
3	10	0						In fore and aft sails
4	10	0	W 1/2 S	2	NIVE	lc	$\frac{30.08}{73}$	4-0. Mustered at Quarters.
5	10	0						
6	10	0						
7	10	0						
8	10	0						Inspected Clean hammocks
9	10	0						
10	10	0	---	3	---	lc	$\frac{30.16}{73}$	12-0-0. Midnight.
11	10	0						
12	10	0						

Tuesday June 5th

1	10	0	W 1/2 S	2	NE	cp	$\frac{29.96}{71}$	Am
2	10	0						
3	10	0						3-20. Pointed yards to wind.
4	10	0	---	3	NNW	lc	$\frac{29.94}{73}$	9-30. Increased to 44 Revs.
5	10	0						
6	9	8						
7	9	8						Division Prayers.
8	9	5						Watch employed as req ^{ts}
9	9	2						
10	9	5	---	3	W N	lc	$\frac{30.01}{73}$	
11	11	2						
12	10	0						

Lat Dr. 28 4 S Lat Dr 28 9 S Co and Dist. Made 93 S 62 W. 239'
 Long Dr 43 51 E Long Dr 43 53 E B^{ts} and Dist Cape Recife S 69 W 1000.

1	9	8	W 1/2 S	1	W 1/2	lc	$\frac{30.00}{70}$	PM
2	9	8						
3	10	0						Watch employed as requisite
4	10	0	---	1	---	lc	$\frac{30.08}{74}$	4-0. Quarters.
5	10	0						
6	10	0						
7	10	0						
8	10	0						5-10. Reduced to 42. Revolutions
9	9	8						
10	9	8	---	2-3	---	lc	$\frac{30.05}{69}$	12-0-0. Midnight.
11	9	5						
12	9	5						

H. M. S. "Himalaya" from Mauritius to Simon's Bay Wednesday 6th

#	KT	Course	7	Wind	Wa	Bar Ther	Remarks
1	9 5	W 1/2 S	B	NW.	6	30.00	Am
2	9 5					70	
3	9 5						7-20 Increased to 44 Pms. 7-50.
4	9 5						
5	9 2						
6	9 0			W ^{1/2}	6	30.00	Down main T. G. (mast) 7 th Prayers
7	9 0					74	
8	9 2						Pras. Divisions. Inspected small
9	9 5						
10	9 2						
11	9 5						Am Companion. In Jilboon
12	9 8				6	30.05	
						72	

Lat DR 29° 14' S Lat Obs 29 12 S Coand Dist Made S 73° W 209'
 Long DR 39 60 E Long Obs 39 56 E B² and Dist Cape Recife S 68° W 750'

1	0 0	W 1/2 S	3.4	NNW.	6	29.95	Pm.
2	0 0					70	
3	0 0						2-15 Let Fore Tysail. Watch emp?
4	0 0						
5	0 0						As reg. 4-0. Quarters.
6	0 0					29.97	
7	0 2		3.4		6	72	
8	0 2						5-20 Let main Tysail In
9	0 0						
10	0 0						
11	0 0						ditto. In fore tysail.
12	0 0		3.4		6	30.00	
						69	

Thursday 7th

1	0 5	W 1/2 S	5	W.	6	30.01	Am.
2	0 5					68	
3	0 2						Braced Round.
4	0 0						
5	0 0						9-45 Divisions. Prayers. Watch.
6	0 0					30.08	
7	0 0		4.5	WSW.	6	68	
8	0 5						Employed as requisite Let
9	0 5						
10	0 5						fore tysail 12-0-0. Placed Mr ^s
11	0 5						James (Boatswain) under arrest for drunkenness
12	0 0		4	SW.	6	30.08	
						70	

Lat DR 30 25 S Lat Obs 30 17 S Coand Dist Made S 71° W 199'
 Long DR. 39 5 E Long Obs 39 18 E B² and Dist Cape Recife S 64° W 580'

1	10 0	W 1/2 S	3	SW.	6	30.14	Am
2	10 0					68	
3	10 0						Fumbled and washed seat clothes
4	10 0						
5	10 0						4-0. Patent Log Showed 1832.
6	8 0						
7	9 0		3.2		6	30.24	
8	9 0					68	
9	9 0						8-20. Reduced to 44 Pms.
10	9 5						
11	9 5						
12	9 5		1	W ^{1/2}		30.27	
						66	

9-0. In fore tysail.



AFRICA

MADAGASCAR

TRACK OF
H.M.S. Himalaya
from
Mauritius to
False Bay

ZULU LANDS

NATAL Port Natal

CAPE COLONY

Great Orange River

Sulagan Bay

Antongil Bay

Saint

Mauritius

Reunion

False Bay

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

False Bay

Cape of Good Hope

Agulhas

St Helena Bay

Agulhas

False Bay

20°

25°

30°

35°

40°

45°

50°

55°

60°

15°

20°

25°

30°

35°

40°

45°

50°

55°

E

E

30°

30°

40°

40°

50°

50°

35°

35°

40°

40°

E

E

U. S. P. "Lionel" from Mauritius to Simon's Bay Friday June 8th

H	R	T	Course	F	Wind	Sea	Day / Hour	Remarks
9	0	0	W 1/2 S	1	West	cp	30.24 65	Am
9	0	0						Patent Log 140 1/2 miles
9	0	0						9-30. Mustered by divisions.
9	0	0						
9	0	0	---	---	---	lc	30.20 67	Prayers. Issued Soap and
9	0	0						Tobacco to Ship's Company.
10	0	0						
10	0	0	---	---	SE	c	30.27 69	Watch emp ^d : Scraping masts & axes
Lat DA 31 46 S			Lat DS 31 50 S			Band Dist In 9nd S 68° W 234'		
Long DA 31 08 E			Long DS 32 12 E			B ^d and Dist Cape Recife S 67° W 345'		
10	2	2	W 1/2 S	2.3	ESE	lc	30.26 74	Pm
10	2	2						4-0. Mustered at Quarters. Insp ^d
10	5	8						
10	0	0	---	1	East	lc	30.27 67	Clear hammocks.
10	0	0						8-0. Patent Log 159 1/2 miles
10	5	5						
10	0	0	---	2.3	---	lc	30.29 67	10.20. Eased to 42. Revolutions.

Saturday June 9th

10	4	2	W 1/2 S	2.3	East	lc	30.25 74	Am
10	2	2						4-0. Patent Log 167 1/2 miles
10	0	0						8-0 Patent Log 171 1/2 miles
10	0	0						
10	2	2	---	3	---	lc	30.25 73	8-30 Altered Course to W 1/2 N.
10	2	2	W 1/2 N					Watch employed asquisite
10	5	5						
10	2	2	---	4.5	---	lc	30.25 75	
Lat DA 30 29 S			Lat DS 30 57 S			Course & Dist In 9nd S 61° W 268'		
Long DA 27 35 E			Long DS 27 26 E			B ^d and Dist Cape Recife S 87° W 86.		
10	5	5	W N W.	4.5	East	lc	30.16 73	Pm
10	5	5						8-20. Altered Course to W N W.
10	5	5						Increased to 44 Revolutions
10	0	0						
10	5	5	W ¹ N.	3	NE	---	30.11 69	4-0. Patent Log 179 1/2 miles
10	5	5						6-20. Reduced to 42 Revolutions
10	5	5						12-0. Midnight (1877 miles).
10	2	2						
10	4	4	---	3.4	NW	lc	30.05 64	Patent Log 1807 miles.

L.M.S. "Lemialaya" Mauritius to Limons Bay Sunday June 10th

H	K	T	Course	#	Wind	Wca	Bar ther	Remarks
1	9	2	W 1/2 N.	2	NW	bcw	$\frac{30.02}{61}$	Am
2	9	5						1-40. Braced Round.
3	9	5						
4	9	5						
5	9	5						4-0. Patent Log 1913 miles
6	9	5						
7	9	5	W + N 1/4 N.	3	WNW	c	$\frac{30.04}{59}$	9-45. Divisions Read Payus.
8	9	5						
9	9	5						
10	9	5						10-30. Performed Divine Service
11	9	5						
12	9	5	"	4	WNW	bc	$\frac{30.09}{62}$	

Lat DR 34 39 S Lat No 34 49 S Band Det No 900 S 79° W 264 miles

Long DR 22 37 E Long No 22 11 E Band Det Cape Agulhas West 107'

1	9	0						
2	9	0	WNW	4.6	WNW	bc	$\frac{30.09}{61}$	12-30 Altered C. W NW. In 246
3	9	0						Rev.
4	9	0						
5	9	2						5-0. Increased Fou 79. Inact Fou
6	9	0	"	"	"			
7	9	0	"	"	"	bcp	$\frac{30.10}{59}$	Gilborn Red. to 44 Revolutions
8	9	0						
9	9	0						
10	9	0						12-0-0. Midnight.
11	9	0						
12	9	2	"	4	"	bc	$\frac{30.15}{58}$	

Monday 11th

1	9	0	WNW.	4.5	NW	bcp	$\frac{30.14}{58}$	Am
2	9	0						4-0. Patent Log 2120 miles
3	9	0						
4	9	0						
5	9	5	NW.					6-30 Increased to 46 Revolutions
6	9	5						
7	9	0	NNW 1/4 W.	"	NNW	"	$\frac{30.18}{56}$	6-40 Altered Course N NW 1/4 W.
8	9	0						
9	9	0	NW 1/4 W					7-55 Increased 48 Revolutions
10	9	0						
11	9	0	as bef:	"	"	"	$\frac{30.25}{65}$	10-30. Put Gilborn. Crossed T. 9. 4 1/2
12	9	0						

Moored			2	NNW	bc	$\frac{30.25}{5}$	PM	12-5 Eased to 1/2 Sped. 12-15 Stopped
in								Came to with 33 in 4 1/2 th Moored
Limons Bay			1	NW	"	$\frac{30.26}{62}$		Ship. Watch emp? preparing
								Ship for coaling. Gave Special
			0	Calm	"	$\frac{30.18}{65}$		leave to Pat watch -

Lt. M. S. Himalaya at Simon's Bay Tuesday June 12th 1888.

Position	7	Wind	Wk	Bar Ther	Remarks.
at Simon's Bay.	0	Calm	lc	$\frac{30.19}{56}$	6-30. Lighters came alongside.
	1	NW.	6	$\frac{29.98}{68}$	7-0. Commenced Coaling. PM. 5-30. (Finished) Coaling. Rec ^d Cased. 420 tons.
	1	South	lc	$\frac{29.72}{56}$	6-45 gave special leave to S. Watch.

Wednesday 13th

at Simon's Bay.	2.4	N ⁴ W	oc	$\frac{29.68}{60}$	Am 6-30. Lighters came alongside
	3	NW ⁴ N	oc	$\frac{29.61}{65}$	6-50 Commenced Coaling. 9-0. Finished ditto Rec ^d 520 tons.
	1.2	West ⁴	oc	$\frac{29.62}{61}$	PM. gave special leave to Port Watch.

Thursday 14th

at Simon's Bay.	1	ENE	oc	$\frac{29.90}{60}$	Am 9-5. Mustered by Surgeons.
	1	North	lc	$\frac{29.89}{62}$	Prayers. Emp ^l filling lighters PM. Lt. M. S. "Raleigh" paid off.
	1	S ⁴ W	lc	$\frac{29.79}{60}$	