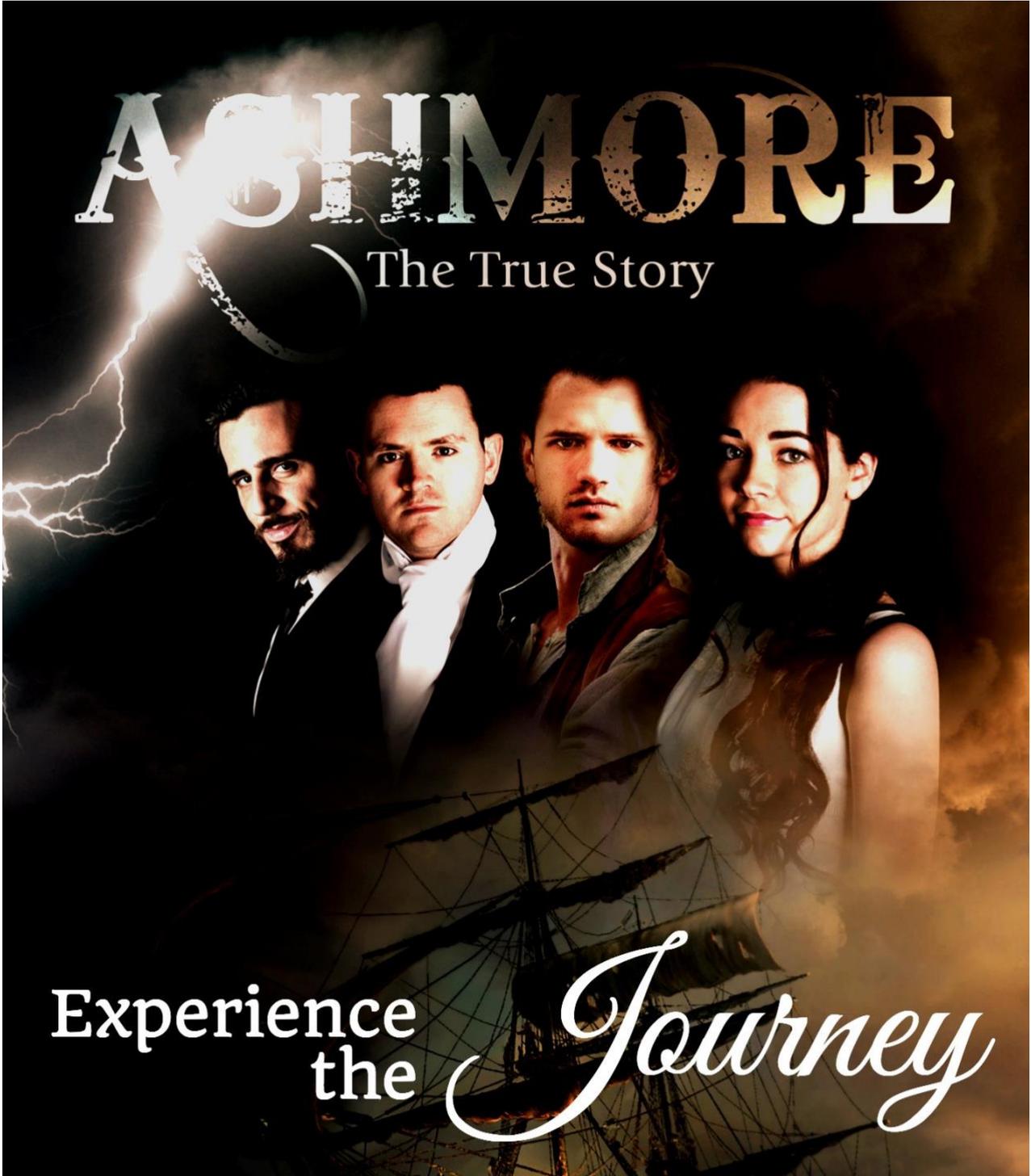


ASHIMORE

The True Story

The book cover features a dark, atmospheric background with a lightning bolt on the left and a ship's rigging in the center. Four characters are prominently displayed: three men and one woman. The man on the far left has a beard and is wearing a dark suit. The man next to him is clean-shaven and wearing a white shirt and dark vest. The man in the center has long hair and is wearing a light-colored shirt and a dark vest. The woman on the far right has long dark hair and is wearing a white sleeveless top. The text 'Experience the Journey' is overlaid on the lower part of the image, with 'Experience the' in a simple font and 'Journey' in a large, elegant script font.

Experience the *Journey*

Interactive Companion Guide

Author of *THE SHOTOVER*

ANGELA CURTIS

Also by Angela

Ashmore – The Official Companion Guide

The Shotover – 150-Year Souvenir

ISBN#: 978-0-473-45624-5 (pdf)

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The Ashmore - 1878

To listen to soundtrack 1 as you read click picture below:



GRAVESEND – Pg 1

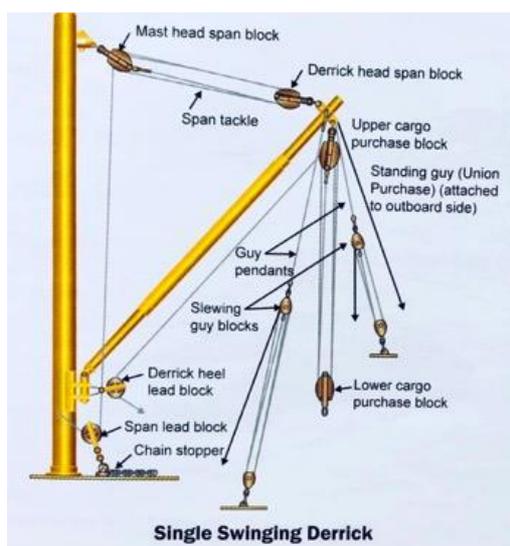


Gravesend is an ancient town in north-west Kent. It's 35km southeast of central London on the River Thames. The port is situated on the south bank and has been of strategic importance throughout maritime history. The town lies north of the Roman Road that connects Gravesend to London with the Kent coast, now called Watling Street. A leper hospital was founded in Gravesend in 1189. The first Mayor was elected in 1268 and the first town hall was built in 1573. A cast iron pier was built in 1834, having the first iron cylinders used in its construction.

Pocahontas

Pocahontas was a real person. She was the daughter of a Native American chieftain. She married John Rolfe, an English colonist, and sailed with their two-year-old son Thomas to England. She was the first of her people to visit the country and became a celebrity in London, even being received at court, (introduced to the royal family). When they boarded a ship in London to return to America seven months later, she became gravely ill and was taken off the boat when it pulled into Gravesend. She died later that day and was buried at St George's parish under the chancel. She was only 21 years of age. (1595-1617).

DERRICK CRANE – Page 4



Ashmore's derrick crane back in 1882 didn't have a hoisting engine. They hadn't been invented. It was simply a tackle rigged at the end of a beam for hoisting and lowering cargo with ropes off the wharf and into the ship's hull. The name is derived from a famous early 17th-century hangman of Tyburn, in England. It was used on the Ashmore to help Mrs Welsh on board as her bustles and skirts were too wide to get her up the thin gangway. This was often the case for first class passengers back in the 1860-1890's.

Derricks are also used in the petroleum industry, with its framework erected over deep drill holes to support tackle for boring. They have engines to raise and lower the drilling tools in the well, and inserts and removes the casing or pipe. These days smaller derricks are often mounted on trucks.

PASSENGER LIST – Page 4

Ashmore Passenger List			
1099 tons / Captain: Whitmore / Sailed London: May 18 th 1882 Arrived Auckland September 1 st 1882			
Saloon Passengers		Second Cabin Passengers	
Davies-Weich	Mrs Alice	Miller	John E Emily
Moore	Ralph Thomas R Phillips	Modley	Mary A Catherine
Thompson	Reverend Alexander	Reynolds	Henry E Jessie
Whitmore	Mrs	Walker	
Stowage Passengers		Cartis	
Brant	George Anne Elias J William H Edith E		James Mary A Mary E (Little) Fred Rose Arthur Ernest Alice William Arthur P William John James Henry Charlotte Jane John Jr Anne John Sarah John Elizabeth William George Martha Elias Alice Joseph Eva George James Mary Annie John
Bransby	Harry John Martha Sarah G Hannah Betsy Rosemond Alice Charlotte John James John Anne John P Charles Anne K Frances George Sarah Samuel Margaret E William Thomas Rhoda Amy Thomas Betsy William George Kate Dinah	Dixon Ferguson Hall	
Brompton	John James Anne		
Claydon	John P Charles Anne K Frances George Sarah Samuel Margaret E	Harper Hill	
Cochrane	William Thomas Rhoda Amy Thomas Betsy William George Kate Dinah	Hollyoak Lakin Latham Masdell Mcintosh	
Coupland			
Crisp			
McKinnon	Robert Mary K Margaret K William Sarah B George William Sarah B John Catherine James David Mary Janet James John Edward Clara Lillian Thomas H Charles Sarah J John Harriet K Charles	McLeod	
Morrison	James David Mary Janet James John Edward Clara Lillian Thomas H Charles Sarah J John Harriet K Charles	Robinson Scott	
Shemitt			
Smith			
Taylor		Thompson	John Julia E Arthur J Herbert W Julia M Charles F Thomas Fanny William Alice Charles John Evin Ellen James Janet Marion John Thomas William Robert

[Ashmore Specifications](#)

The Ashmore was 219 feet long with an extraordinary long forecastle. (The cabins at the front of the ship at deck height). Normally these were for the crew, but it was built as an emigrant ship so she needed berths for all 133 passengers and 46 crew. She was loaded with merchandise and passengers belongings, including household items, tools, farming equipment and whatever they needed during the 103-day voyage.

[Doctor Knight](#)

The doctor who wrote the diary this book is based on, was made an officer and paid to work the voyage. He was lodged in a first-class cabin with the reverend. The first-class cabins lined both sides of the saloon under the poop deck and the Captain's cabin was at the very rear of the saloon.

[Henry Hall](#)

My mother's maiden name was Hall and her father's name was Henry, so when I needed a man from the single men's cabin to interact with the Curtis family, Henry Hall was the perfect fit. You'll read about his rocky (pun alert) relationship with Lillie in the Ashmore.

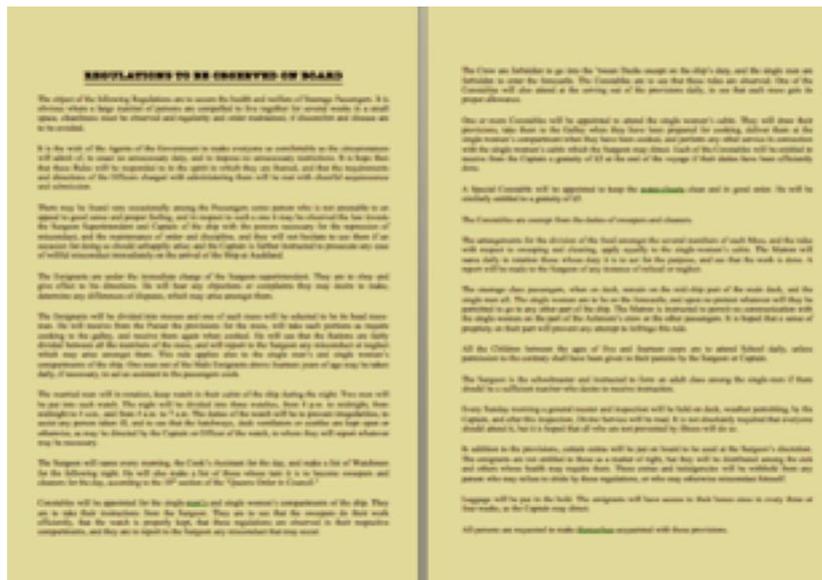
[Is Your Family On The Passenger List?](#)

When reading through the list, I was amazed at how many of our family surnames were mentioned. On the Cressy, another ship that landed in 1867, both sides of our family were on board. Your family may have come over with ours. It's surprising how the world gets smaller the further we look into our past. You can check and see if your family are on the list actual passenger list above.

Click picture to listen to soundtrack 2 as you read.



RULES OF CONDUCT – Page 18



Rules & Rosters

A poster of the rules of conduct and the week's duty roster were nailed to the back of the cabin doors. It was a detailed list for the health and safety of the crew and passengers. I wonder if anyone actually read it? If you were on the Ashmore, would you read it? I would have zoned out after the first paragraph. Snore.

It is quite an intriguing insight into life on board a tall ship in 1882. Yet another reason we should be glad our ancestors took this journey for us.

REGULATIONS TO BE OBSERVED ON BOARD

The object of the following Regulations is to secure the health and welfare of Steerage Passengers. It is obvious where a large number of persons are compelled to live together for several weeks in a small space, cleanliness must be observed and regularity and order maintained if discomfort and disease are to be avoided.

It is the wish of the Agents of the Government to make everyone as comfortable as the circumstances will admit of, to exact no unnecessary duty, and to impose no unnecessary restrictions. It is hope then that these Rules will be responded to in the spirit in which they are framed, and that the requirements and directions of the Officers charged with administering them will be met with cheerful acquiescence and submission.

There may be found very occasionally among the Passengers some person who is not amenable to an appeal to good sense and proper feeling, and in respect to such a one it may be observed the law invests the Surgeon Superintendent and Captain of the ship with the powers necessary for the repression of misconduct, and the maintenance of order and discipline, and they will not hesitate to use them if an occasion for doing so should unhappily arise; and the Captain is further instructed to prosecute any case of wilful misconduct immediately on the arrival of the Ship at Auckland.

The Emigrants (to emigrant - when leaving own country/ to immigrate - to move to new country permanently/migrate - to move like birds in winter), are under the immediate charge of the Surgeon-superintendent. They are to obey and give effect to his directions. He will hear any objections or complaints they may desire to make, determine any differences of disputes, which may arise amongst them.

The Emigrants will be divided into messes and one of each mess will be selected to be its head mess-man. He will receive from the Purser the provisions for the mess, will take such portions as require cooking to the galley, and receive them again when cooked. He will see that the Rations are fairly divided between all the members of the mess, and will report to the Surgeon any misconduct or neglect which may arise amongst them. This rule applies also to the single men's and single women's compartments of the ship. One man out of the Male Emigrants above fourteen years of age may be taken daily, if necessary, to act as assistant to the passengers cook.

The married men will in a rotation, keep watch in their cabin of the ship during the night. Two men will be put on each watch. The night will be divided into three watches, from 8 p.m. to midnight, from midnight to 4 a.m., and from 4 a.m. to 7 a.m. The duties of the watch will be to prevent irregularities, to assist any person taken ill, and to see that the hatchways, deck ventilators or scuttles are kept open or otherwise, as may be directed by the Captain or Officer of the watch, to whom they will report whatever may be necessary.

The Surgeon will name every morning, the Cook's-Assistant for the day, and make a list of Watchmen for the following night. He will also make a list of those whose turn it is to become sweepers and cleaners for the day, according to the 10th section of the "Queens Order in Council."

Constables will be appointed for the single-men's and single women's compartments of the ship. They are to take their instructions from the Surgeon. They are to see that the sweepers do their work efficiently, that the watch is properly kept, that these regulations are observed in their respective compartments, and they are to report to the Surgeon any misconduct that may occur.

The Crew are forbidden to go into the 'tween Decks except on the ship's duty, and the single men are forbidden to enter the forecabin. The Constables are to see that these rules are observed. One of the Constables will also attend at the serving out of the provisions daily, to see that each mess gets its proper allowance.

One or more Constables will be appointed to attend the single women's cabin. They will draw their provisions, take them to the Galley when they have been prepared for cooking, deliver them at the single-women's compartment when they have been cooked, and perform any other service in connection with the single-women's cabin which the Surgeon may direct. Each of the Constables will be entitled to receive from the Captain a gratuity of £2 at the end of the voyage if their duties have been efficiently done.

A Special Constable will be appointed to keep the water-closets clean and in good order. He will be similarly entitled to a gratuity of £5. The Constables are exempt from the duties of sweepers and cleaners.

The arrangements for the division of the food amongst the several members of each Mess and the rules with respect to sweeping and cleaning apply equally to the single-women's cabin. The Matron will name daily in rotation those whose duty it is to act for the purpose and see that the work is done. A report will be made to the Surgeon of any instance of refusal or neglect.

The steerage passengers, when on deck, remain on the mid-ship part of the main deck, and the single men aft. The single women are to be on the forecabin, and upon no pretext whatever will they be permitted to go to any other part of the ship. The Matron is instructed to permit no communication with the single-women on the part of the Ashmore's crew or the other passengers. It is hoped that a sense of propriety on their part will prevent any attempt to infringe this rule.

All the Children between the ages of five and fourteen years are to attend School daily unless permission to the contrary shall have been given to their parents by the Surgeon or Captain. The Surgeon is the schoolmaster and instructed to form an adult class among the single-men if there should be a sufficient number who desire to receive instruction.

Every Sunday morning a general muster and inspection will be held on deck, weather permitting, by the Captain, and after this inspection, Divine Service will be read. It is not absolutely required that everyone should attend it, but it is hoped that all who are not prevented by illness will do so.

In addition to the provisions, certain extras will be put on board to be used at the Surgeon's discretion. The emigrants are not entitled to these as a matter of right, but they will be distributed among the sick and others whose health may require them. These extras and indulgences will be withheld from any person who may refuse to abide by these regulations, or who may otherwise misconduct himself.

Luggage will be put in the hold. The emigrants will have access to their boxes once in every three or four weeks, as the Captain may direct.

All persons are requested to make themselves acquainted with these provisions.

To listen to soundtrack 3 as you read click picture below:



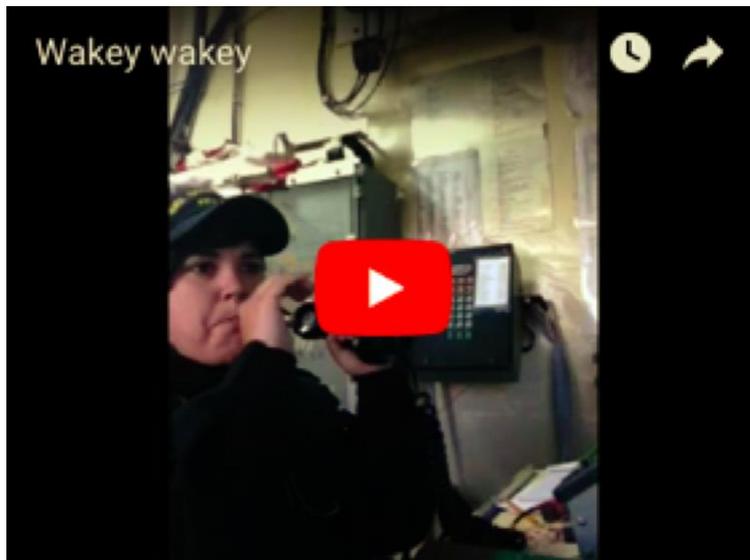
BOSUN'S WHISTLE – Page 26

Piping Patterns

A special whistle blown by the boatswain's mates to pass along orders, or pay salute. It's four parts are made of the buoy, the keel, the gun and the shackle.

They blew with even pressure, with varying pressure - to give a warbling sound, or they blew evenly and vibrated the tongue which makes a trilling sound. The Bosun/Boatswain modified the sound by opening and closing the hand around the boy, producing a throttling effect.

To watch the bosun wake the crew on a naval ship click here:





The White Cliffs of Dover is the name given to the English coastline that faces the Strait between Dover and France. Its contrast to the ocean is magnificent. I still remember seeing it when I was twelve so I'm really excited about mentioning it in the Ashmore. The cliff face reaches up to 350 feet and its composition is made of white chalk accented by the odd streak of black flint. The cliffs are on both sides of the town of Dover in Kent and stretch along eight miles.

The grassland above the cliffs is the perfect environment for many species of wildflowers, butterflies and birds. It's been designated a Special Area of Conservation. Volunteers clear invasive plants that threaten the native flora with the help of these special animals.



Exmoor Ponies

The flower-rich grassland owes its existence to the age-old tradition of livestock grazing. A programme utilising two herds of Exmoor ponies has been set up by the National Trust. The ever-encroaching thickets of bushes and trees are kept at bay so that the fine chalk grassland flowers are able to thrive. This helps the trust to avoid intensive human intervention.



Early Spider Orchid

Among the wildflowers are orchids, the rarest is the Early Spider Orchid with yellow-green/brown-green petals and looks like the name it was given. I was really excited to learn during my research that my favourite bird, the falcon lives in this area also.



Peregrine Falcon

The rarest of birds that live along the cliff is the peregrine falcon. They can reach a speed of 200 mph (320 km/h) when hunting, that's the fastest animal in the world.

To view a tour of the White Cliffs of Dover, [click below.](#)



[SONGS SUNG ON BOARD - Page 28](#)

I have chosen three amazing artists to sing these historically famous songs for you.

[The Parting Glass - Ed Sheeran](#)

If you're an Ed Sheeran fan, you're going to love this. This Scottish song dates back to at least 1605 when a final drink was offered to departing guests. When they had mounted their horse. It was a Saxony custom practised to fortify their travellers for their long journey ahead. A portion of the first stanza was written in a farewell letter. It was a poem known as "Armstrong's Goodnight". The earliest known appearance of the tune is "The Peacock" played on a fiddle.



[The Parting Glass](#)

Of all the money that e'er I had
I spent it in good company,
And all the harm I've ever done
Alas it was to none but me.

And all I've done for want of wit
To mem'ry now I can't recall
So fill to me the parting glass
Good night and joy be with you all.

Of all the comrades that e'er I had
They are sorry for my going away.
And all the sweethearts that e'er I had,
They'd wish me one more day to stay

But since it falls unto my lot
That I should rise and you should not
I'll gently rise and I'll softly call
Goodnight and joy be with you all.

A man may drink and not be drunk
A man may fight and not be slain
A man may court a pretty girl
And perhaps be welcomed back again.

But since it has so ought to be
By a time to rise and a time to fall
Come fill to me the parting glass
Goodnight and joy be with you all.
Goodnight and joy be with you all.

[The Last Rose of Summer – Dame Kiri Te Kanawa](#)

This song was originally written in 1805 as a poem by an Irish poet Thomas Moore. Then in 1792, it was set to a traditional tune called "The Young Man's Dream". It was published in 1813 in Thomas Moore's A Selection of Irish Melodies. Watch New Zealand's Dame Kiri Te Kanawa sing this captivating song and read along with the lyrics.

Hear Dame Kiri sing and read along with the lyrics here:



The Last Rose of Summer

'Tis the last rose of summer,
Left blooming alone;
All her lovely companions
Are faded and gone;
No flower of her kindred,
No rosebud is nigh,
To reflect back her blushes,
Or give sigh for sigh.

I'll not leave thee, thou lone one!
To pine on the stem;
Since the lovely are sleeping,
Go, sleep thou with them.
Thus kindly I scatter,
Thy leaves o'er the bed,
Where thy mates of the garden
Lie scentless and dead.

So soon may I follow,
When friendships decay,
And from Love's shining circle
The gems drop away.
When true hearts lie withered,
And fond ones are flown,

Oh! who would inhabit
This bleak world alone.

LOCH LOMOND

Loch Lomond is in the British Isles. It is their largest fresh-water lake at 24 miles long, 600 feet deep and five miles wide. In the loch, there are 38 islands. Some have been inhabited since Neolithic Times. The Scottish song was first published in 1841 in the Vocal Melodies of Scotland. It is also known as: The Bonnie Banks O' Loch Lomond.

Listen to the beautiful harmonies of this incredible singer here:



Loch Lomond

By yon bonnie banks and by yon bonnie braes,
Where the sun shines bright on Loch Lomond.
Where me and my true love will never meet again
On the bonnie, bonnie banks o' Loch Lomond.

Chorus

O you tak' the high road,
and ah'll take the low road,
An' I'll be in Scotland afore ye;
But me an' my true love will never meet again
On the bonnie, bonnie banks o' Loch Lomon'.

'Twas there that we parted in yon shady glen,
On the steep, steep side o' Ben Lomond',

Where in soft purple hue, the Hieland hills we view,
An' the moon comin' out in the gloamin'.

Chorus

The wee birdies sing an' the wild flow'rs spring,
And in sunshine the waters are sleepin',
But the broken heart it kens,
Nae second spring again,
Tho' the waefu' may cease frae their greetin'

Chorus

Capstan



The doctor wrote about the tugboat and how they were left on their own hook. This means they had to raise the sails and head out under the power of just the wind. The capstan is the wheel instrument in the middle of the deck. As seen here, poles were inserted into it when needed to create a wheel. The crew took a pole each and turned the capstan.



Portsmouth



Charles Dickens Birth Place

Portsmouth was the birthplace of Charles Dickens. It was home to Arthur Conan Doyle and Rudyard Kipling during their lifetimes also. These literary greats are celebrated with frequent events at museums throughout the city.



Historic Dockyard

Portsmouth's Historic Dockyard is the perfect place to go to see UK's premier destination for Naval History. Inside there are 11 attractions including the HMS Warrior 1860, Lord Nelson's flagship HMS Victory and the National Museum of the Royal Navy. You can also take harbour tour excursions on water-buses to Gosport to see the Royal Navy Submarine Museum and Explosion Museum.



Southsea Castle

The Southsea Castle was one of King Henry VIII's most famous fortifications. He is said to have watched the sinking of his flagship vessel, the Mary Rose from the castle's vantage point. The ship remained on the seabed for 437 years, until it was raised and put through an intensive conservation programme.

Now, you can see the ship at its very own museum, where visitors have to go through an airlock to breathe the same air.

To Listen to soundtrack 4 as you read click picture below:



RANDY DANDY-OH – Page 35

This is a sea shanty typically used on square-rigged sails when working the pump or raising the anchor with the capstan. To hear the song the sailors sang when the tugboat released them out from Portsmouth, click the picture below and read along with the lyrics.



Randy Dandy-Oh

Now we are ready to head for the Horn
Weigh, hey, roll an' go!
Our boots an' our clothes boys are all in the pawn
To be rollickin' randy dandy O!



Heave a pawl, oh, heave away
Weigh, hey, roll and go!
The anchor's on board an' the cable's all stored
To be rollickin' randy dandy O!



Oh, man the stout caps'n an dheave with a will
Weigh, hey, roll an' go!

Soon we'll be drivin' her 'way up the hill
To be rollickin' randy dandy O!



Heave a pawl, oh, heave away
Weigh, hey, roll and go!
The anchor's on board an' the cable's all stored
To be rollickin' randy dandy O!



Heave away, bullies, ye parish-rigged bums
Weigh, hey, roll an' go!
Take yer hands from yer pockets and don't suck yer thumbs
To be rollickin' randy dandy O!



Heave a pawl, oh, heave away
Weigh, hey, roll and go!
The anchor's on board an' the cable's all stored
To be rollickin' randy dandy O!

To listen to soundtrack 5 as you read click the picture below:



ASHMORE LIFE BOATS – Page 44



Lifeboats were hung by davits which were capable of swinging out over the water against an adverse heel of 20° with a trim of 10°. The Ashmore's lifeboats were made of iron pillars fitted on the deck.

Some Captains were known to put misbehaving crew or passengers into a lifeboat which they swung out over the water for days at a time, without any food. The boats were lowered and hoisted by two sets of tackles, one from each davit, also known as falls.

During the journey on the Ashmore, the lifeboats were kept in the stowaway position over the deck. They were covered in old sail canvas waterproofed with tar (called canvas). This is also what waterproof gear (oilskins) were made of.



Port and Starboard lanterns

Inside each lifeboat were numerous items including lanterns and oil, fishing lines, wooden bailing buckets called Piggins, food supplies, corked life vests, navigational equipment and first aid tins.



Piggins Bailing Buckets

Primitive wooden bailing bucket kept in lifeboats of tall ships.



Crutch

The crutch was the U-shaped swivel mounted on the lifeboat's gunwales to hold the oars.

S.V. JOHN DUTHIE – Page 46



Captain Whitmore, Master of the S.V. *Ashmore* raced against the S.V. *John Duthie* in a show of speed and skill. He enjoyed displaying the ability of his ship, one of the first iron-hulled clippers on the sea at that time. Doctor Knight complained about the night races and I don't blame him. They didn't have the technology to avoid a collision. But these races were more than a game to the captain. This was all part of the crew's training and they were pushed to their limits. Lanterns were used to mark their position and fireworks were often let off by the *Ashmore's* crew in acknowledgement of a victorious success.

Built in 1867 by Duthie Shipyards in Aberdeen, the S.V. *John Duthie* measured 196 feet in length, had a beam of 34.6 feet, a depth of 21.7ft and tonnage of 1031 tons. She was a fully rigged three-masted barque that was sold to John Rust & Son in 1886 and renamed *Lumberman's Laddie*. Meant for the Aberdeen-Baltic timber trade, the *John Duthie* was sadly lost off the coast of Norfolk on 16th December 1888.

To listen to soundtrack 6 as you read click the picture below:



To listen to soundtrack 7 as you read click the picture below:



SHIP GALLEY – Page 61



Note the rail around the stove to hold the pots and pans in place while at sea. On board the Ashmore there was a Cook for first class and the crew. Also an Assistant Cook for second-class and Mess Men and Mess Women rostered on for steerage-class. Porridge was made for breakfast in steerage, lunch was served cold and for dinner, the steerage-class mostly ate cold salted meat and ship biscuits (recipe and video below), which needed to be soaked or they would break teeth. Totally different to the decadent meals in the first-class saloon. They had butter, cream and milk

daily from the dairy cow on board. They were given three cooked meals a day and morning/afternoon high-tea.



Square Meals

The crew received 3-square-meals a day, which derives from the size of the meals and the square plates used on board. This wooden plate (1500 - 1700AD) is made from either Beech, Sycamore or Maple. It was also called a trench. They were unbreakable, easy to store because they didn't roll around and some were carved with hallows for their salt or gravy.

To list to soundtrack 8 as you read click the picture here:.



[Ship Biscuit Recipe](#)



Ship biscuits were unleavened and also became known as hardtack during the American civil war. These hard biscuits were eaten on board the Ashmore. These biscuits were made before the voyage and stored in the hull, to avoid the weevils that infested flour. Apparently, they can last up to 100 years.

These hard biscuits were eaten on board the Ashmore. These biscuits were made before the voyage and stored in the hull, to avoid the weevils that infested flour. Apparently, they can last up to 100 years.

[Watch Christa making ship biscuits here:](#)



Ship's Biscuit

Ship's biscuit was a hard piece of bread that *Constitution's* sailors ate at nearly every meal. The biscuit was baked on land, stored on board the ship, and then sent out to sea with the sailors. Sailors soaked the rock-hard biscuit in their stew to soften it before taking a bite. If you bake a ship's biscuit and would like to taste it, make sure you follow the sailors' example and soak it in water or stew before eating!

Ingredients

2 cups stone ground whole wheat flour	wooden mallet or rolling pin
½ teaspoon salt	greased baking sheet
½ cup water	lightly floured work surface

Directions

1. Preheat oven to 350 degrees Fahrenheit
2. Combine flour and salt on work surface.
3. Add the water.
4. Beat with mallet or rolling pin until ½ inch thick.
5. Fold and repeat several times.
6. Cut the dough into cookie-sized pieces.
7. Place on baking sheet and cook for 30 minutes.

Serves 5, at 5-inch round biscuits.



BURIALS AT SEA – Page 71

The process of committing a body to the ocean, not the sprinkling of someone's ashes, is a morbid subject I know, but a fact of life. Burials at sea are still performed by the navy. The customs and ceremonies of old included both burials in a casket, or in an old sailcloth. There just wasn't enough room on some vessels for the number of caskets needed during those early voyages.

Death at sea was a common occurrence, especially aboard immigrant ships. The outbreaks of disease were usually tuberculosis, typhoid, measles, scarlet fever, smallpox or diphtheria. Poor hygiene and barely basic facilities played a huge roll in creating gastrointestinal illnesses.

In steerage, vermin of various varieties crawled under, over and into beds while the passengers slept. It was damp, dark and there was very little fresh air. In the early 1870's, the infant mortality rate was alarming:

19% Babies under 12 months.

7.5% Children 1 - 12 years.

0.35% Adults.

Morale plummeted when children perished for obvious reasons. But aboard the Ashmore, death was minimal in comparison. Ship surgeons were infamously lacking in ability and supplies. You will see as you read further on in the Ashmore's adventure, just how much these doctors could get away with. Victorians were notorious for describing the workings of their bowels in their diaries. Doctor Knight was no exception, especially when it came to his patients.

Ceremonies performed on board ships varied depending on numerous religious beliefs. If a priest wasn't available, the Captain often performed the ceremony. There were many different prayers used. Here is one example:

"Unto Almighty God, we commend the soul of our brother departed,
and we commit his body to the deep; in sure and certain hope of
the Resurrection unto eternal life, through our Lord Jesus Christ;
at whose coming in glorious majesty to judge the world,
the sea shall give up her dead; and the corruptible bodies of those
who sleep in him shall be changed, and made like unto His glorious
body; according to the mighty working whereby he is able to subdue all things unto Himself.
Amen."

Burials At Sea Within New Zealand Waters

Private civilians today have to abide by rules and regulations of their countries if they wish to be buried at sea. There are five authorised locations in New Zealand where you can commit the body of your loved one to the deep.



One such area is 70 km northeast of Cape Brett.

These are some of the famous and infamous people who now rest in peace in the big blue:

[Sir Alfred Hitchcock](#) - had his ashes scattered into the Pacific Ocean in 1980.

[John F. Kennedy, Jr](#) - was scattered into the Atlantic Ocean by the U.S. Navy off Martha's Vineyard in 1999.

[Robin Williams](#) - was cremated the day after his death and his ashes were scattered in San Francisco Bay in 2014.

[Osama bin Laden](#) - the world's most wanted terrorist, had his remains scattered at sea in 2011. I'm not sure where. I did learn that it was hard to find a country that would accept his body. Also, that the location was kept a secret so no one could make a terrorist shrine out of his burial place.

[Neil Armstrong](#) - was cremated in 2012 and his ashes were scattered into the Atlantic Ocean from the U.S. Navy cruiser Philippine Sea.

[Titanic victims](#) - who were picked up by the rescue ships, were buried at sea. Especially if the rescuers lacked adequate embalming materials, or if the remains were too damaged to preserve.

To listen to the most cheerful sad-sea-shanty-song click here:



[The Old Captain](#)

Brillig's clip for their sea shanty drinking song is a lament for the loss of a beloved.

To list to soundtrack 9 as you read click the picture below:





The sail Captain Whitmore rigged up over the main deck to give the Steerage-passengers shade would have looked like this one. Steerage Passengers: 'Any passenger allotted less than thirty-six feet of space for his or her personal use.' Shade was a necessity while sailing in the tropics.

Captain Whitmore received a write-up in the Auckland newspaper when the Ashmore arrived in New Zealand. It was written by the passengers who praised him highly for all his efforts on the 102-day journey.

[Ashmore's Sailmaker](#)

The Ashmore had a sailmaker named Edmond Butchers who was born in 1842, which made him 40-years-old. That was the average age of most sailors on board the Ashmore. The Captain liked an experienced crew when hiring for a long journey.

Mr Edmond Butchers received £5 per month, which was a really good wage back in 1882. He was given one month's advance when he signed up so he could buy what he needed for the journey. He was then paid twice during the journey.

[Duties of a Sailmaker](#)

The sailmaker assembled and repaired canvas articles such as covers, awnings and sails. Sometimes he was nicknamed 'Sails'. It wasn't just a skill of threading a needle and creating canvas sails. There were a lot of calculations needed to create the correct belly or draught of the sail. They added narrow strips of canvas in any sails that needed a belly.

Sailmaking was a skill that required training and they needed specific tools.

[SAILMAKING EQUIPMENT](#)

A sailmaker's bench

Used to sit on to make sewing easier. It contained a palm which was a wooden stock with twine wrapped around one end. And a small hook with a sharp point used for applying tension to the sail as you worked. The bench also had a compartment to store the ball of sail yarn and keep it from becoming knotted or rolling away while you worked.

A strong needle

It needed to have a sharp and strong triangular point, strong thread, grommets and leech ropes.

A Sailmaker's Palm

A strip of leather that was strapped around the palm of the hand with a metal pad in the middle. The indentation on the metal pad was used to force the needle through the sailcloth.

An Awl

This was used to create a hole in heavy sailcloth or multiple layers at the same time. In this case, holes were created before they inserted the needle.

Pliers

Pliers were used to pull a needle out the other side.

Seam-rubber

A wooden handle made from lignum vitae (tropical wood) with a strong 'scraper'. It was used to crease seams in the edges of the sailcloth.

Fid

Another piece of lignum vitae carved into a cone-shape. It was used to splice rope and open holes in the sailcloth. It was also inserted between rope strands to create enough space to insert another piece of rope.

Marlinspike

A wooden handle with a hollow in it which is inserted between strands of rope to create a gap so that another strand can be inserted and passed through easily.

Hollow punches

Pins made from metal that have a sharp edge at one end and a flat face at the other. It was hit with a hammer to punch holes of various sizes in the canvas.

Canvas

Canvas was made from hemp, cotton or linen material and covered with tar to make it waterproof. The ropes on the Ashmore were also covered in tar

Rope

It is estimated that including the rope in storage below decks there would have been in excess of 40 miles on board a Man-O-War such as Invincible. Rope on board any sailing ship can be divided into two distinct categories.

RUNNING RIGGING - was the term used for all rope which ran through blocks etc and was not fixed. In the main, this would have been untreated, natural hemp, which did not last very long against all the elements.

STANDING RIGGING - on the other hand, this was the term used for all static or fixed rope work which never moved or ran through blocks or eyelets etc. For example, the rope used in the shrouds, dead eyes, seizing off blocks etc.. Because of this static fixing, standing rigging was made to last longer by coating/impregnating it with 'Stockholm tar'.

******RANDOM FACT******

The Ingenious British Tar

British sailors generally grew their hair long. One reason for this was to enable them to 'plait' their hair down their backs. Before going into battle, it is said that some would impregnate this 'plait' with STOCKHOLM TAR thus providing considerable protection to the back of their necks. This practice earned them the name 'The British Tar'.

The only efficient way to cut tarred hemp rope by hand was with an axe). The reason the rope has survived for over 230 years on the seabed is due entirely to the tar impregnation. This demonstrates the effectiveness of the tar for strength and preservation.

Rope usage included; - Rigging, ladders, steering linkages, anchor cables, netting, hammocks etc."

[Watch a tutorial on sail making here:](#)



TIFFIN– Page 88

The doctor mentioned tiffin on their very first day of the voyage. Having never heard the word I asked Mr Google. Tiffin is an Indian English word for a light meal. It can be the midday luncheon or, in some regions of the Indian subcontinent, a snack taken between meals. The fact Dr Knight wrote that it was served at two-bells, which is 1pm, led me to the fact that's when the first-class cabin were served their mid-day meal. It wasn't always a light meal, especially during the colder days on board. They sailed through four seasons in their 103-day journey, so their meals varied constantly. Unless you were in the steerage cabin.

The word originated in the British Raj, where the British custom of afternoon tea was superseded by the Indian light meal at that same hour. The English colloquial or slang tiffing (meaning to take a little drink) had by 1867 become domesticated among Anglo-Indians in the north to mean luncheon. Today in South India and in Nepal, Tiffin is mostly a snack of vadas like above, dosas or idlis.

To listen to soundtrack 10 while you read click picture below:



SMELLING SALTS – Page 90



Smelling salts were made from various preparations of ammonium carbonate ($(\text{NH}_4)_2\text{CO}_3 \cdot \text{H}_2\text{O}$), a compound which provoked an inhalation reflex by irritating the linings of the airways. This substance was used in the classical era to prompt vigorous breathing and restore consciousness to the diseased, injured and the fainting woman. Which there were a lot of. Vinaigrette was also used in this way. It was housed in many forms of containers:



One passenger on the *Ashmore*, Mrs Sarah Smith, fainted whilst climbing down the stairs to the steerage cabin. She broke her collarbone when she landed. Yet another true story from the doctor's diary who wrote about his treatment of her.

Specially designed portable bottles were very popular. They were regarded as a fashionable commodity and used mainly by women in the 18th Century. It was said that certain women 'behaved differently' knowing the 'sal ammoniac' was close at hand should they need it.



18th Century French Vinaigrette Bottle

If you were revived by smelling salts, you were considered a modern and elegant woman. In several medical journals, smelling salts were said to be capable of restoring the soul and body. This led to questions about the nature of the human life force itself. This widely used and multifaceted substance was also known as the policemen's 'lady-revivers'. It was normal for the boys in blue to carry the ornate and perfumed preparation. It was in the nineteenth century that smelling salts reached their commercial and cultural zenith.



Cairn Terriers

This breed is most famously known for the role played as Toto in the Wizard of Oz. They're a sturdy breed, plucky, spirited and strong. They love to play, need daily walks and a confident owner to keep their bold terrier traits under control.

Adaptable and friendly, these dogs are the busybodies of the house and like to be a full participating member of the family. Always quick to announce guests, they are great guard dogs. They can be reserved around strangers. Often bossy with other pets, these dogs are scrappy and bred to hunt and are known to chase anything furry that moves.

A fenced yard is a good idea and if you love your plants and trees, this may not be the breed for you as they can be enthusiastic diggers. These cheerful little chaps will take control if you don't, are possessive with their toys and their food.

Is this breed suitable for you? If you ***don't*** want:

- ♣ A delicate lapdog
- ♣ A dog that likes to wear fancy bling and embarrassing costumes
- ♣ A quiet and lazy dog
- ♣ A guard dog or one who sheds fur all the time
- ♣ A dog who will eat your cat
- ♣ A dog you can be lazy with

Then yes, the Cairn Terrier is the dog for you.

The Cairn Terrier is one of the oldest terrier breeds, originating in the Scottish Highlands and recognised as one of Scotland's earliest working dogs. The breed was given the name Cairn, because the breed's function was to hunt and chase quarry between the cairns in the Scottish highlands.

Although the breed had existed long before, the name 'Cairn Terrier' was a compromise suggestion after the breed was originally brought to official shows in the United Kingdom in 1909 under the name Short-haired Skye terriers. This name was not acceptable to The Kennel Club due to opposition from Skye Terrier breeders, and the name 'Cairn Terrier' was suggested as an alternative. They are usually left-pawed, which has been shown in dogs to correlate to superior performance in tasks related to scent. Cairn terriers are ratters.

KING NEPTUNE CEREMONY – Page 96



This ceremony was performed when the ship crossed the equator. It was also called crossing the line. It was also an initiation rite Commemorated the first time a sailor crossed over.

This line-crossing lunacy was sanctioned to boost sailor's spirits. But it was also authorised by Captains to entertain the passengers on merchant ships like the *Ashmore*. The crew were expected to become seasoned-sailors, capable of handling long periods of time with rough seas.

[Watch old military footage of an actual King Neptune Ceremony:](#)



Shellbacks, Honourable Shellbacks or Son's of Neptune was the name given to a sailor who has already crossed the equator. Pollywogs or Slimy Pollywogs were those who have not Shellbacks, Honourable Shellbacks or Son's of Neptune was the name given to a sailor who has already crossed the equator. Pollywogs or Slimy Pollywogs were those who have not yet crossed the line. The Royal Canadian Navy named them Tadpoles or Griffins.

The ceremony itself was based on the 'Court of Neptune', where Shellbacks inducted the Pollywoggers into the 'mysteries of the deep'. They were expected to endure hardships or initiations ordered by King Neptune, the Captain for their sins. The event often lasted two days and normally followed a standard transition.

Pollywogs received subpoenas after crossing the equator and were made to appear before King Neptune and his court. King Neptune's First Mate was called Davy Jones and the Second Mate was called Her Highness Amphitrite. Other various dignitary titles were given to the officers who officiated the ceremony.

A beauty contest was held with one man from each department dressed up in women's swimsuit drag. Interrogations were held by King Neptune and his entourage who used truth serum (aftershave and hot sauce), or whole uncooked eggs in the Pollywogger's mouth.

They also were made to suffer embarrassing ordeals including:

- ❖ Being swatted with a fire hose while on their hands and knees
- ❖ Locked in stocks and pelted with mushy fruit
- ❖ Locked in salt-water coffin with bright green dye made of a fluorescent sodium salt.

- ❖ Crawling through long containers filled with rotten garbage.
- ❖ Made to kiss an axle-greased 'Royal Baby's Belly'.
- ❖ Had their heads shaved.
- ❖ Anything else the Shellbacks could think of.

The controlled order often turned to chaos if a Pollywog revolt began. The crew finally converted the Wogs after the endurance tests were accomplished, ending the ceremony with an affirmation of the new Shellbacks by way of a certificate declaring their new status.

The Golden Shellback was awarded to those who also crossed the equator and the International Date Line or 180th meridian, (where the world is divided between Eastern and Western Hemispheres) at the same time. Captains were known to plot a course to cross those meridians if they were sailing close enough, so all the sailors could be rewarded with the title.

The Greenwich Meridian didn't become the International standard until 1884, two years after the Ashmore crossed the equator. This ceremony is still practised onboard numerous ships today.

To Listen to Soundtrack 11 as you read click picture below:



FLOGGING A DEAD HORSE CEREMONY – Page 104

Flogging a dead horse is an idiom. To continue an action that is a waste of time because the outcome is already decided. For sailors, it was a ceremony. Read to the end to watch footage of the song they sang during the ceremony.

Prior to setting sail from port, the crew were paid a month's wage in advance so they could buy what they needed for the journey. In the Ashmore Crew List, it was written just so. The doctor also mentioned this ceremony in his diary. Apparently, it was normal for the crew to waste their money on drink and other luxuries they found at the port. Some also used their wages to pay outstanding debts. After one month at sea, a ceremony was held when they received their first wage on board.

First, a life-size horse was made from leather or old sail canvas. It was stuffed with straw and a rope tied around its neck. It was then hoisted on the shoulders of the crew and carried around the deck. Then it was thrown overboard and the youngest sailor or newest member of the crew had to climb down the rope and sit on the horse. If the man fell off, it was almost impossible to turn around and save him in time.

An interesting fact about sailors was the majority of them couldn't swim. You'd think that would be an important part of training!!??

While the man was sitting on the horse holding on for his life, he had to sing a sailor's shanty. It was called 'Poor Old Horse'.

Next, the tormented sailor and abused horse were pulled on board and hung from the main sail. Let me rephrase that.... where the soggy sailor had to sit on the hung horse again. And yes, he still had to sing the same shanty while the crew held an auction. Who wins the auction on the Ashmore? You'll have to read on to find out.

Celebrations were held after the horse was cut from the main-sail and released into the sea. The sailors could finally afford to buy rum. Whisky was the sailor's choice on board the Ashmore. It carried barrels of it in the hull. More to come on that subject later.

[Watch The Poor Old Horse by The Rambling Sailors below:](#)



Poor Old Horse

A poor old man came riding by.
And we say so, and we hope so.
A poor old man came riding by.
Oh, poor old horse.



Says I, "Old man, your horse will die."
And we say so, and we hope so.
Says I, "Old man, your horse will die."
Oh, poor old horse.



And if he dies we'll tan his skin
And we say so, and we hope so.
And if he don't we'll ride him again.
Oh, poor old horse.



For one long month I rode him hard
And we say so, and we hope so.
For one long month we all rode him hard.
Oh, poor old horse.



But now your month is up, old Turk
And we say so, and we hope so.
Get up, you swine, and look for work
Oh, poor old horse.



Get up you swine and look for graft
And we say so, and we hope so.
While we lays on and drags ye aft
Oh, poor old horse.



He's as dead as a nail in the lamp-room door
And we say so, and we hope so.
And he won't come worrying us no more
Oh, poor old horse.



We'll use the hair of his tail to sew our sails
And we say so, and we hope so.
And the iron of his shoe to make deck nails
Oh, poor old horse.



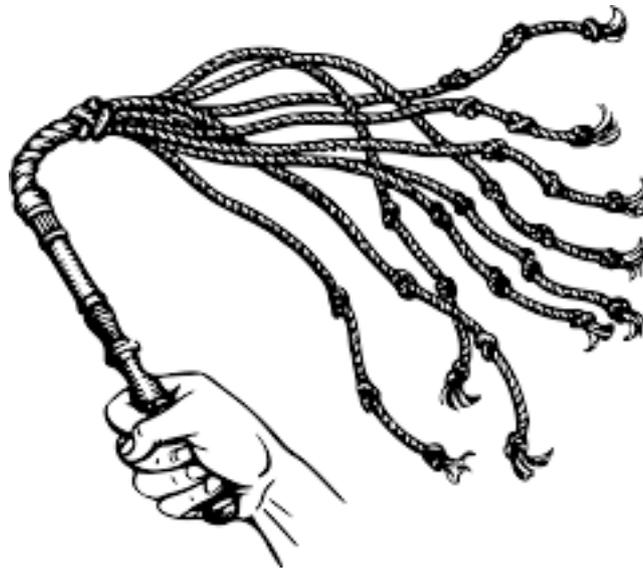
We'll hoist him up to the fore yard-arm
And we say so, and we hope so.
Where he won't do sailors any harm
Oh, poor old horse.



We'll drop him down with a long, long roll
And we say so, and we hope so.

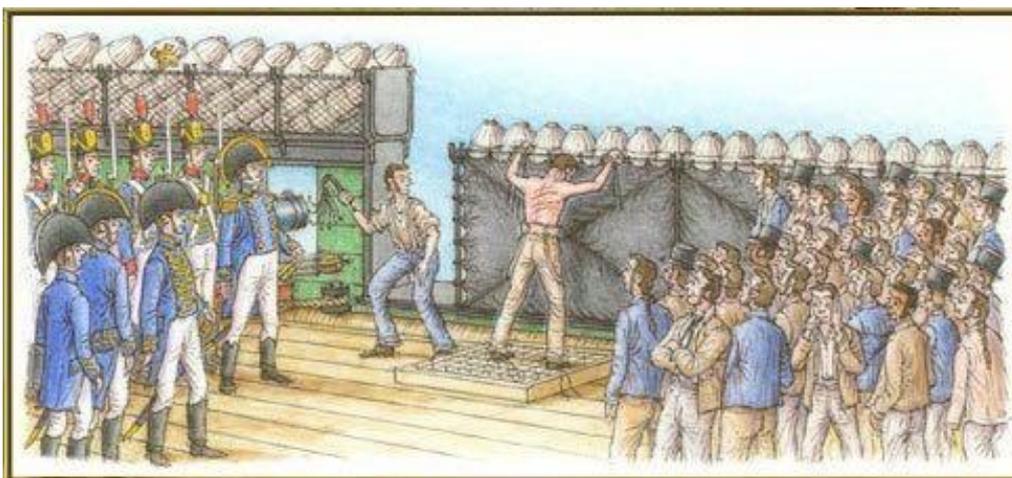
Where the sharks will have his body and the
Devil take his soul.

CAPTAIN'S DAUGHTER – Page 105



The Captain's Daughter was also known as the Cat of Nine Tails or simply, the Cat. It was a multi-tailed whip that implemented severe physical punishment, used in the Royal Navy and the U.K. Army. It was even used as a judicial punishment in numerous countries including Great Britain.

The Cat was made by unwinding the nine stranded rope, about 76 cm long and was designed to lacerate skin and cause severe pain. The Cat the Navy used was known as the "captain's daughter" because it was used under the Captain's authority. It weighed around 13 ounces/370 grams and was kept in a red baize bag. Hence the saying, *Don't let the cat out of the bag*. If it came out, the offender was in serious trouble.



[Floggings](#)

Floggings on ships were administered on deck and the crew were summoned to witness the punishment. Drunkenness received a dozen lashes. At the captain's discretion, punishments were

given for striking an officer, sitting on the deck, poor seamanship, insubordination, fighting, gambling, and slacking off.

If the transgression wasn't too serious, the sailor was stapled to the deck for a day, or put in the lifeboat with only bread and water rations. The worst punishments were administered after a formal court-martial.

There are Royal Navy records of standard penalties being two hundred lashes for deserters, three hundred for mutineers, and up to five hundred for theft, depending on the circumstances. Sodomy received the death penalty, although one 18th-century court martial gave a punishment of one thousand lashes. That was roughly the equivalent sentence as there was no hope of survival. Not a great way to die.

A new cat was made by the bosun's mate for each flogging and if several dozen lashes were needed, each dozen could be administered by a different bosun's mate. If a left-handed sailor was included it assured extra pain from the crisscrossing of wounds.

For Royal Navy boys, the flogging was administered to their bare posterior, usually while bending over a gun barrel. This was called *kissing the gunner's daughter*. The embarrassment of being punished bare-bottomed was thought essential for optimal deterrence. They were told to *take it like a man*.

Flogging Round The Fleet

The harshest punishment was called *flogging round the fleet*. The number of lashes was divided by the number of ships in the port at that time. Then the offender was rowed from ship to ship in an open boat so each ship's company could witness his punishment. If the penalty was hundreds of lashes the prisoner was flogged as long as the surgeon allowed.

Sentences could take months or years to complete depending on how much a man could bear at one time. Normally 250–500 lashes killed a man, not just from the pain and loss of blood, but because of infection.

If all of this wasn't enough, the sailor's lacerated back was often rinsed with brine or seawater. Perhaps it was believed to be a crude antiseptic to control infection, but it caused the sailor to endure further pain and is where the expression *rubbing salt in his wounds* comes from.

The Captain's Daughter was also used in the penal colonies in Australia until 1957. It was used in Canada until 1881 and on slave trade ships. In 1948 it was removed from the Judicial corporal punishment statute book in Great Britain, but it is still in use in a few Commonwealth countries.

To listen to soundtrack 12 while you read click picture below:



THE DOLDRUMS – Page 119



The doldrums is a popular nautical term for the belt around the earth where sailing ships suffered windless waters. I can imagine the sailors called their melancholy and misery the 'doldrums' too. Being stuck in the middle of the ocean with no wind for days, even weeks was enough to drive some to despair. No wonder they enjoyed their fishing.

The Doldrums is an area near the equator and known as the Inter-Tropical Convergence Zone (ITCZ) or as the "itch". This belt extends five degrees north and south of the equator where the southern hemisphere winds collide with the northern hemisphere winds. They call them the trade

winds. The moist and warm air at the equator is forced like a hot air balloon up into the atmosphere, so there is often little wind on the surface in the ITCZ.

Sailing ships caught in the doldrums were often becalmed for weeks.

Then the air cools and causes rain and storms as it moves towards the earth's surface. Like this Nasa satellite image below you can see the band that forms to create the doldrums.

For more information on how to sail, watch this KQED video:



To listen to soundtrack 13 as you read click picture below:



GOUGH ISLAND – Page 127

The Ashmore sailed close to Gough Island on their journey to New Zealand. It is located in the South Atlantic Ocean and lies 350 km/220 miles SSE of Tristan da Cunha.

This island's coordinates are 40:32°S 9.94°W. It covers 91 km²/35 sq miles and is 12 km/8.1 miles long by 7 km/4.3 miles wide. The highest elevation called Edinburgh Peak is 910 m/2,990 ft.



The island hosts the South African Meteorological Station. It is a UNESCO World Heritage Site. The South African National Antarctic Program has, with British permission, maintained the remote island since 1956.

Gough Island is the second largest island of the Tristan da Cunha Islands group and is a volcanic island, said to be 5 million-years-old. In the 19th century, sealers and whalers visited the island. The only inhabitants now are at the Meteorological Station, (A team of six).

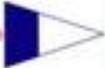
It is 2,700 km/1,700 miles west of Cape Town and over 3,200/2,000 miles from South America. It was first discovered around 1505 by Portuguese Captain Goncalo Alvares and was named after him. In 1731 Captain Charles Gough named it Gough Island, not realising Alvares had already discovered and named it. There has been a fight over the name of the island ever since.

Marine Biologist Christopher Jones shot drone footage on Gough Island between 2014/15.

If you like albatross, seals, baby birds and mountain tops, check out this video below.



INTERNATIONAL FLAGS AND PENNANTS

ALPHABET FLAGS			NUMERAL PENNANTS				
Alfa		Kilo		Uniform		1	
Bravo		Lima		Victor		2	
Charlie		Mike		Whiskey		3	
Delta		November		Xray		4	
Echo		Oscar		Yankee		5	
Foxtrot		Papa		Zulu		6	
Golf		Quebec		SUBSTITUTES		7	
				1st Substitute			
				2nd Substitute			
Hotel		Romeo		3rd Substitute		8	
India		Sierra		CODE (Answering Pennant or Decimal Point)		9	
Juliett		Tango				0	

The Ashmore used signal flags created by British naval officer named Frederick Marryat in 1817. The officer developed this system for merchant ships to use for communication. Each ship was assigned a number and a group flag. Up to 19,752 vessels were distinguished this way.

Later, he expanded the system to include groups of British warships. It was called the Universal Code of Signals from 1854. A flag alphabet was published in 1857 and other countries soon joined in. It existed until 1890 when it was replaced by the current system below.

The International Signal Book was published in 1901 but has been extended and adapted over the years to the system we have today.

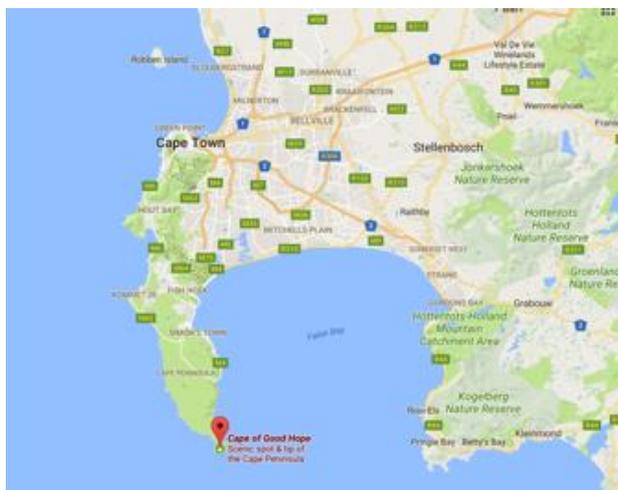
A Alfa		I am drunk. Keep well clear of me.	N November		I require help with my luggage.
B Bravo		My vessel cost more than yours.	O Oscar		I am a Democrat and feel guilty about owning a yacht.
C Charlie		I am on fire and have dangerous cargo on board and frankly, it is not much fun.	P Papa		I am a Republican. You should see my other boat.
D Delta		Donald Trump aboard. Stay well clear of me.	Q Quebec		I am gay. Your signal flags clash.
E Echo		Erectile dysfunction. I require Viagra.	R Romeo		I am a trial lawyer. Please collide with me.
F Foxtrot		I am defibrillating. Stand clear.	S Sierra		I cannot afford this vessel.
G Golf		Spouse overboard. I am increasing my speed.	T Tango		Fine, don't alter course. Do not blame me when you wake up with my bow up your stern.
H Hotel		My engine is making very strange noises. Someone do something.	U Uniform		Union vessel. You got a problem with that?
I India		I wish to have sex with you.	V Victor		I am out of vodka and declaring an emergency.
J Juliet		Stop! in the name of love, before you break my heart.	W Whisky		I am out of scotch. My situation is critical.
K Kilo		Alter your course.	X X-ray		I require a bug.
L Lima		No, you alter course.	Y Yankee		Something repellent with tentacles has wrapped itself around my rudder.
M Mike		I am heavy in tech stocks and am diversifying my portfolio.	Z Zulu		Whatever.

CAPE OF GOOD HOPE – Page 131



The Cape of Good Hope was originally named Cape of Storms by Bartolomeu Dias in 1488, because there were rough seas and stormy weather. But John II of Portugal changed the name to Cape of Good Hope because it was a good omen. The island meant India could be reached by sea from Europe.

A lighthouse was built to warn ships but it sat too high and was often covered in cloud. This caused ships to run aground on its rocks, so they built another lighthouse closer to sea-level.



Wildlife

Ostriches aren't the most exciting animals you'll see at the cape, but seeing them run along the ocean is impressive.



Dassie

Ever seen a dassie before? They are a rock hyrax. They are not a relative of rodents. They are a relative of elephants. Seriously!!!??? Dassie's grow up to 4kg. They have small ears and tail.

Other Wildlife At The Cape

There are also zebras, bonteboks, red hartebeests, grey rheboks, cape grysboks, klipspringers, fallow deer, right whales, Cape mountain zebra and African penguins.

Check out this video of an ostrich chasing a cyclists in South Africa:



Or is it a cyclist chasing an ostrich?

To learn 18 Amazing Facts About Rock Hyrax watch this video:



TRADE ROUTES – Page 131



Captain James Whitmore preferred to take the old admiralty route from Gravesend to Auckland. He sailed the *Ashmore* from the English Channel into the North Atlantic Ocean, and crossed the equator 3,275 miles (5,271 km) later on their twenty-first day. The average time if lucky enough not to get caught in the doldrums, which could add weeks to the journey. He then sailed her into the South Atlantic Ocean and east beneath the Cape of Good Hope, South Africa.

The *Ashmore* then sailed across the Southern Ocean into the Indian Ocean and beneath Tasmania, Australia. Then they headed north towards the Three Kings, called Manawatāwhi by Māori, are 13 uninhabited islands 55 kilometres northwest of Cape Reinga. This is where the Tasman Sea and the South Pacific Ocean converge. Then they turned south and sailed down the coast of the North Island to Auckland.



Ashmore's Route

Captain James Whitmore of the Ashmore chose to avoid sailing west under Cape Horn, South America. It was a new route and faster than the Old Admiralty, but many sailors and ships were lost there. Heavy seas and storms could hold up ships for weeks as they battled to cross rough waters where the South Atlantic Ocean converged with the Pacific Ocean.

The further he sailed the Ashmore into the Southern Ocean, the greater the winds. But he ran the risk of being exposed to icebergs.

Captain Whitmore pushed the Ashmore hard, but he knew the ship well having been her only captain since she was built in 1878. He'd sailed to New Zealand along this route one year earlier, so he was aware of the conditions and hazards he would face.

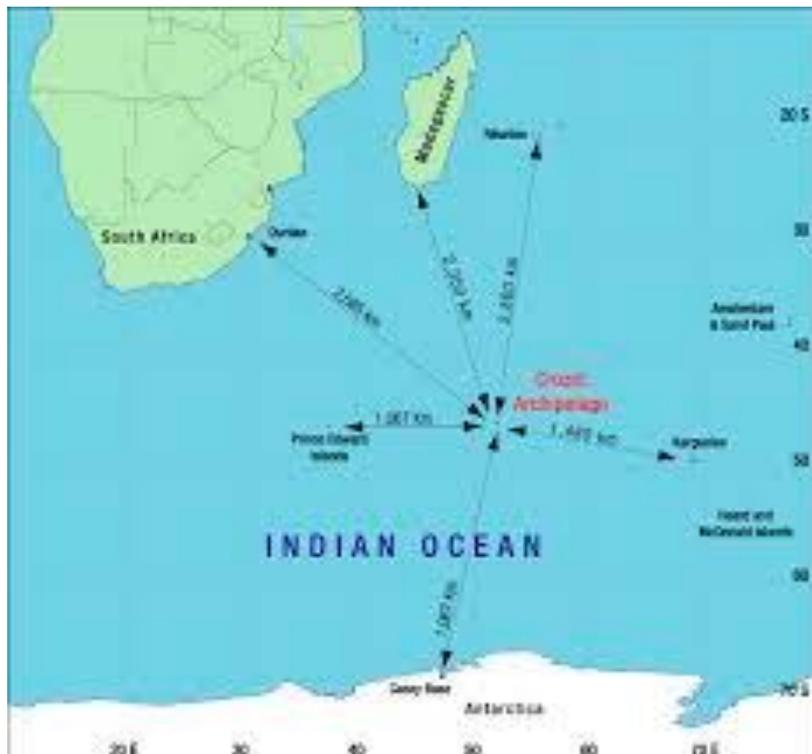
After the introduction of steamships and the Suez and Panama Canals, routes changed. But this route to and from New Zealand and Australia is still used for several prominent yacht races today, such as the Vendee Globe and Around Alone.

Here is a video of Conrad Coleman's solo voyage across this route in his new generation eco-friendly yacht. The Vendee Globe race is also known as the Everest of the Sea. He finished the race with a jury rig after being demasted.

To learn about his experience of racing the world alone watch this.



CROZET ISLAND – Page 132



The Crozet Islands were discovered by Nicolas Thomas Marion-Duresne, a French explorer. He sent his second in command Julien Crozet to the islands on 24th January 1772. He claimed possession of the islands for France.

Sealers visited the islands, but now it is visited each year by elephant seals to mate and give birth.

There are over 25 million seabirds on Crozet Island, made up of over 30 species. It is unsurpassed by any other country in the world. It is one of the last untouched islands in the world, being too

miserable for human habitation. The islands sit in the Indian Ocean midway between Madagascar, South Africa and Antarctica.

There are a total of six islands with the highest elevation being 1,090m or 3,580 feet. The islands cover an area of 352 km² or 136 square miles.

It is not unusual to have four seasons weather in less than a day. Rain falls for 310 days out of the 365 and winds blow in excess of 60-miles per hour. The nuclear test monitoring station is set up on the island as a lookout to warn the world.



Young male elephant seals fighting, Possession Island, Crozet Islands



This is how the passengers on the Ashmore would have seen the islands.

To listen to soundtrack 14 as you read click picture below:



HURRICANE – Page 145

These were the coordinates as told by Captain Whitmore upon their arrival in Auckland on September 2nd, 1882. $43^{\circ}S$ by $70^{\circ}E$.

To learn about where the hurricane hit the Ashmore on the 6th August, 1882, I found the coordinates from a newspaper clipping on a website. You can find anything ever written in a newspaper in New Zealand. Click picture below to start your own search.

Or go to: <https://paperspast.natlib.govt.nz/>



Just type in the name or subject with the date range and thousands of clippings that have been scanned, will appear. I have read close to 5,000 so far in my research for the Kin and Kingdoms series.

Place Name

Type A Place Name

Add the country code for better results. Ex: London, UK

Latitude

Longitude

I then used a website where you type in the degrees longitude and latitude and it pinpoints exactly where it is on a world map. You can find any coordinates at: <https://www.latlong.net/>.

Screen shot of actual newspaper clipping:

ing. A topgallant mast and jibboom was carried away on August 6, in 43deg. S and 70deg. E., which impeded her progress, as it was the 10th before all was repaired and all sail set again.



(A top-gallant mast and jib boom was carried away on August 6, in 43deg. S and 70deg. E which impeded her progress as it was the 10th before all was repaired and all sail set again).

Watch to learn how to sail a tall ship:



[The Sorlandet](#)

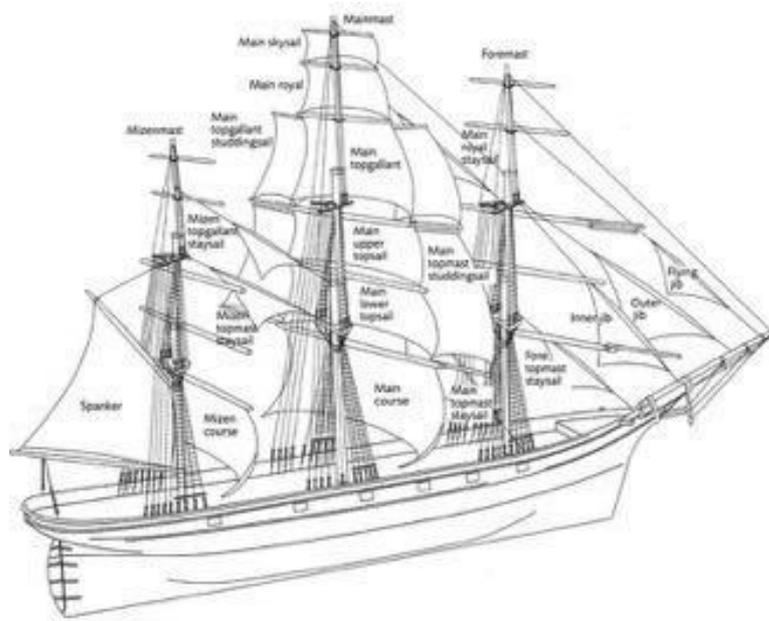
When sailing architects create ship plans, they balanced the force of the sails against the drag of the underwater keel. This made the vessel point naturally into the wind. It's clever because if

control is lost, the ship will avoid turning edge-to-the wind and being beaten by breaking waves. This is called broaching and can destroy boats in storms. It also caused an uncomfortable motion.

Architects also tried to balance the wind force on each sail against a range of ballast and loads. This calculation ensured the ship wouldn't be knocked sideways and end up with its mast in the water. That's called capsizing and likely to end in the sinking of the vessel.

I hope after reading this information and watching the old footage, that you can understand the commands given by the captain and better picture the crew working the rigging on board the Ashmore.

Ashmore's Specifications



Rigging:

Barque. The foremast & mainmast had square sails, the mizzenmast had a triangle sail called a spanker. From the jibboom, the beam out front of the bow, and between the three masts, are the jibs (triangle sails).

Hull:

Norwegian Iron Clipper. (Her sharp bow made her very fast. She was one of the first iron-hulls to sail on the ocean).

Built:

1878

Registered:

London on the 9th May, 1878 at 2 East India Avenue, London.

Managing Owner:

Mr. I. Stewart

Net/Gross Tonnage:

1099/1178

Seamen accommodated:

50 (45 were hired for the 1882 voyage to New Zealand). The Ashmore was built with an extra long forecastle for housing crew and second-class passengers.

Fully-Rigged Sails

Square-rigged sails took more manpower. They needed sailors to climb the rigging and walk along footropes under the yard to furl and unfurl the sails. In a modern square-rigged ship, the sailors can furl and unfurl sails by remote control down on deck. Therefore they don't need the large number of the crew the Ashmore had.

The jib boom out the front, anchors the entire rigging down. If it broke, as it did during the Ashmore's journey, the entire rigging could fall apart. In 1882, sailing ships were rarely lucky enough to survive. So what happened to the Ashmore? How did it survive? Read on, dear reader.

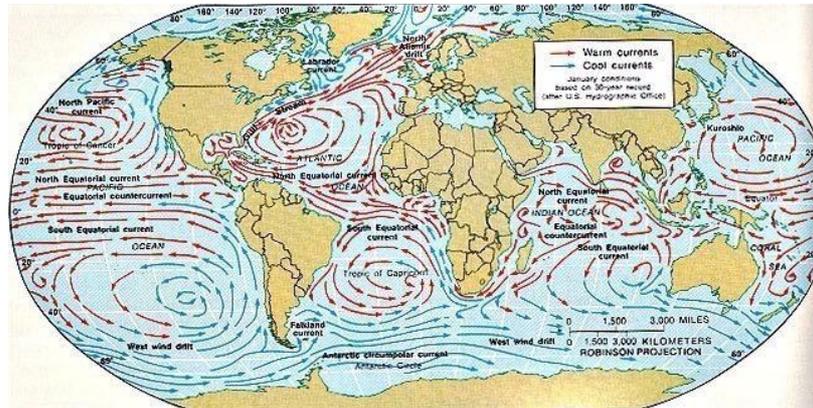
Change of Rigging

The Ashmore's rigging was apparently changed, but I have been unable to find a photo to prove the fact. She did, however, change from a passenger ship to a cargo ship when the influx of immigrants slowed. Captain James Whitmore was the captain from the day she was launched until the day she ran aground on an island off Canada. He was a fearless sailor who took risks. Unfortunately, they didn't all pay off. He ran the Ashmore aground just off Australia but was rescued with no loss of life.

To listen to soundtrack 15 as you read click picture below:



The currents and tides affected the Ashmore's 102-day journey from Great Britain to New Zealand in 1882. If she sailed too far south, she ran the risk of icebergs, but that was where the strong winds blew. Here is a short history on mapping the tides and currents around the world.



Tides

It's been known since classical times the tides were related to the Moon's journey around the earth. But it took many years to predict their tides. Mediterranean tides had a maximum rise and fall of only three feet which meant their tidal streams were weak. However, along the north-western shores of Europe, the rise and fall could be in excess of thirty feet. Tidal streams in that area could be as fast as three or four knots, even eight knots in narrow channels.

'Working the tides' involved making headway against a light wind by drifting along with the tide, making the voyage faster and more profitable.

"The earliest surviving prediction tables were calculated by the monks of St. Albans for London Bridge in the thirteenth century, but because most seamen were then illiterate there developed in medieval times a method of calculating the time of high water for a given port from the age of the moon during its twenty-nine and one half day cycle around the earth.

Because there were no sea-going clocks, and sundials were impractical on a ship, seamen expressed time as a factor of a compass bearing of the sun. An east sun was six o'clock, a south sun was noon and so on, the thirty-two points of a compass being equivalent to twenty-four hours, expressed in two lots of twelve hours. One compass point, therefore, was equivalent to forty-five minutes of time.

In consequence, when the time of high water, or 'full sea' as it was called, was noted at a port, seamen expressed the time as a compass bearing. Since the highest high waters were found to occur at full and new moons (spring tides), this became the establishment of the port." *The Country Life Book of Nautical Terms Under Sail.*

The earliest printed manuscript of tide tables was recorded in the nautical almanac of 1546 published by Breton, G. Brouscon. It wasn't until 1773 that Richard and George Holden published a commercial manuscript.

Currents

Sailing ship masters needed an understanding of the ocean's currents as their set and drift could affect their daily run by many miles. These ocean currents were recognised by explorers in the early sixteenth century on their voyages of discovery in the Indian and Atlantic oceans.

"It was thought at one time that the drift of water from east to west across the equatorial regions was caused, like the tides, by the moon and that the continents deflected this movement of water in other directions, thus setting up other currents.

William Bourne, writing in 1578 in *The Treasure for Travellers*, was able to give comparatively accurate descriptions of the currents to be found in the Atlantic Ocean, based almost entirely on the experiences of seamen. But the rate at which these currents flowed, their drift, was still a mystery.

The perfection of marine chronometers and the lunar-distance method of finding longitude in the second half of the eighteenth century enabled seamen to accurately fix their position at sea for the first time. This meant that they could compare their 'position by account' or 'dead reckoning position' with the position the ship was actually in by astronomical means. The difference between these two positions on an ocean passage was caused primarily by a current so that it was now possible to work out not only the set of a current but its drift as well." *The Country Life Book of Nautical Terms Under Sail*.

To listen to soundtrack 16 as you read click picture below:





Photo:Cutty Sark Figurehead

1 - No Women On Board Unless Naked

Women distracted the sailors from their duties. This behaviour would anger the intemperate seas who would then take their revenge out on the ship. But naked women on board were completely welcome, as you can imagine. Records show it was because they calmed the sea. That is why ships' typically had a figure of a topless woman perched on the bow. Her bare breasts 'shamed the stormy seas into calm' and her open eyes guided the seamen to safety. This photo is the most decent one I could find.

2 - Bananas Prohibited

In the 1700's, at the height of the trading empire between Spain and the Caribbean, most ships that disappeared happened to be carrying a cargo of bananas. Apparently, fishermen never caught anything while bananas were on board either. One of the reasons for what seemed a silly superstition, came about because bananas fermented quickly in the heat of the storage hull and produced deadly toxic fumes.

Also, a species of deadly spiders were known to hide inside banana bunches. Their lethal bites killed the crewman instantly, heightening the fear that banana cargos were a bad omen.

3 - Grooming at Sea

Sailors weren't allowed to shave at sea because of the cut-throat razors they used. For obvious reasons. So there you go chaps, no need to shave at sea. The myth went that if you shaved at sea you wouldn't get any wind. Hair and nail trimming were big no-nos too.

4 - Son of A Gun

Male children who were born on a ship were referred to as a "Son of a Gun." This was because the most convenient place to give birth in historic times (which I put as anytime before 1900) was on the gun deck. Imagine that. Apparently, it was good luck to have a male child born on the ship. But perhaps not for the mother actually giving birth, especially if it was over a gun barrel. Ashmore Curtis was a lad born at sea, so perhaps the Ashmore owes it's luck to him.

5 - No Whistling on Board

I completely agree. Apart from the fact whistling or singing into the wind was know to 'Whistle up a storm', it would be highly annoying. Imagine sharing a cabin with a whistler like King Julien.

6 - Red Sky at Night

Red skies at night sailor's delight; red sky in the morning, sailors take warning. Have you ever heard this as a sailor's saying? It's about the coming weather. I hear it in New Zealand as, Red skies at night, shepherds delight, red skies in the morning, shepherds warning. Seems true, most of the time.

7 - Deathly Sayings

Some words were strictly avoided to ensure the ship and crew's safe return. Including obvious ones like "drowned" and "goodbye". If someone said "good luck" it was believed to bring bad luck. The only way to reverse the curse was by drawing blood, so usually, a good punch in the nose sufficed.

8 - Beware of Lurking Sharks

A shark following the ship was a sign of inevitable death.

9 - Welcome Lurking Dolphins.

Dolphins swimming with the ship is a good sign. Unless you're on board the Ashmore and the crew are shooting at you.

10 - Dreaded Days

Sailors wouldn't sail on these days:

Fridays: Considered unlucky because Jesus Christ was crucified on a Friday.

Thursdays: This is Thor's day. The god of thunders and storms.

First Monday in April: The day Cain slew Abel. Who knew? Not me.

Second Monday in August: The kingdoms of Sodom and Gomorrah were destroyed.

Sundays: The only good day to set sail on.

11 - Earrings & Tattoos - Going for the pirates look

A pierced earlobe on a sailor meant that he had sailed around the world or had crossed the equator. They wore gold hoop earrings because it brought good fortune. Some believed the gold possessed magical healing powers and served as a protective talisman that would prevent the wearer from drowning. Didn't seem to work for some.

Tattoos were also seen as lucky. Seafarers would usually tattoo a nautical star on their bodies as the North Star represented a signal that they were nearing home. Or in the Ashmore's case, the Southern Cross.

12 - Never Change the Name of the Boat

Boats develop a life and mind of their own once they have been named and Christened. If you do rename the boat, you absolutely must have a re-naming ceremony. The ceremony can be performed by writing the current boat name on a piece of paper, folding the paper and placing it in a wooden box then burning the box. After, scoop up the ashes and throw them out to sea.

13 - Pay Your Dues

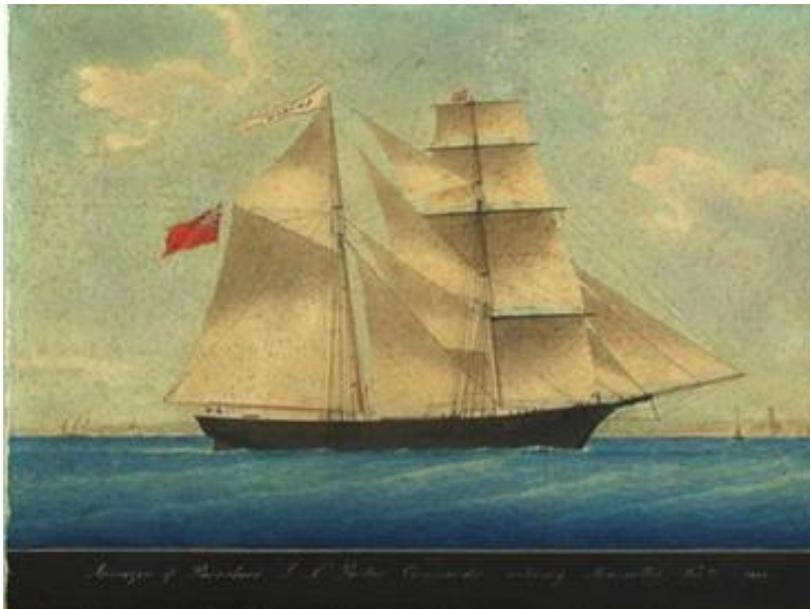
Sailors that hadn't paid their debts were blamed for storms and any other misfortunate events that would occur on the ship.

14 - Avoid Gingers

Redheads were thought to bring bad luck to a ship. Mainly, if you happened to encounter one before boarding. However, if you could speak to the redhead before they got the chance to speak to you, you were saved. Ever heard of this? I wonder if redheads weren't allowed to be sailors.

15 - Don't Kill an Albatross

Seabirds were thought to carry the souls of dead sailors and it is considered bad luck to kill one. However, it is considered good luck if you see one.



The Mary Celeste

The greatest maritime mystery of all time was the disappearance of the Mary Celeste.

The weird thing was, she didn't disappear, but her crew and passengers did. Considered a 'ghost' ship she was spotted by a Canadian brigantine on December 4, 1872, unmanned, just off the Azores. She was still in seaworthy condition, but all the crew were gone.

She'd been at sea for only a month with six months' worth of food and water on board. Her cargo was virtually untouched and the crew and passenger's belongings were still there, including all their valuables. So they can't have been pirated.

Some suggested the crew had been murdered and thrown overboard by Ottoman pirates. They frequently sailed the area, so it wasn't a far stretch of the imagination.

However, British officials dismissed this or any foul play because there weren't any signs of violence. The most plausible theory suggests the crew and passengers embarked on a lifeboat and

perished. The ship's cargo was full of barrels of alcohol. Perhaps they thought it was about to explode. Or a heap of spiders from the bananas freaked everyone out. Think I'd climb off too.

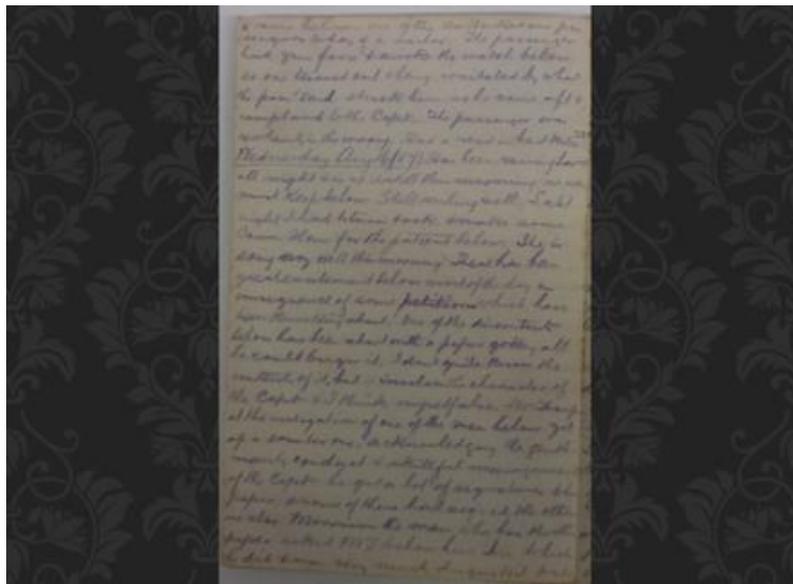
PETITION AGAINST DOCTOR KNIGHT – Page 170

Below are two pages from Doctor Knight's diary, day 87 and 88 of the journey, back on August 16th and 17th, 1882.

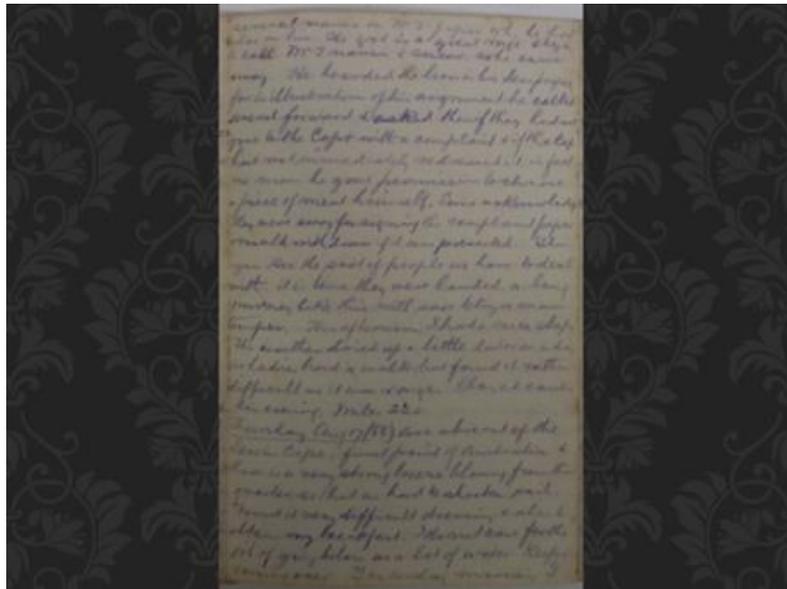
It's not an easy read, but physical proof written with his own hand. When I first started writing the Ashmore, I avoided the offensive

and belittling portraits he painted of the passengers and crew. I didn't want to upset any of his descendants. But that wouldn't be the true story. His narration, although uncomplimentary, were eye-openers and gave me the descriptions I needed to truly recount their journey as it happened. Any offence is truly unintentional.

As I say frequently, don't write a diary if you don't want someone to write a book about it. I wonder what he would think if he knew his words have been put in print 130-years later? Without his diary, the Ashmore wouldn't have been written. Thanks Doctor Knight.



Page 119 - Day 87 - August 16th 1882



Page 120 - Day 88 - August 17th 1882

Doctor Knight went on to become a chief of surgery and played an integral part in establishing St John's Ambulance Service in Auckland. He led an interesting life as you can see in the original obituary from the AUCKLAND STAR, VOLUME LXXVI, ISSUE 252, 24 OCTOBER 1945.

OBITUARY

DR. A. O. KNIGHT

Formerly a practitioner in Auckland, Dr. Alfred Osborne Knight died yesterday at Waiatarua in his 89th year. He was born in Gloucestershire and arrived in Auckland in 1882.

For many years Dr. Knight was an honorary visiting surgeon to the Auckland Hospital and chief surgeon to the St. John Ambulance Association in the Auckland district, having been one of the founders of the association's medical service. He was a foundation member of the Auckland branch of the St. John Ambulance Association itself, having

seconded the resolution that a branch be formed. Dr. Knight was also one of the first members of the Auckland Automobile Association, and, in a one-cylinder car, made the first motoring journey from Auckland to New Plymouth in 1905.

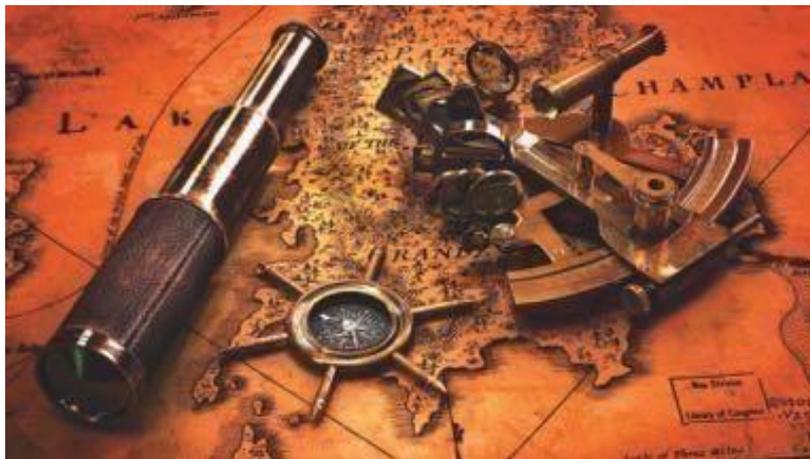
He took an early interest in the volunteer forces and later attained the rank of surgeon-major in the New Zealand Medical Corps. He was a prominent supporter of the Young Men's Christian Association and at one time he was president of the Auckland organisation.

After his retirement about 20 years ago, Dr. Knight continued to live in Auckland until six years ago when he went to live at Waiatarua. He is survived by three sons, Dr. Allan O. Knight, of Auckland, Mr. W. O. Knight, of Te Puke, and Mr. C. L. Knight, of Australia, and four daughters, Mrs. P. O. Gwilliam, of Cheshire, England, Mrs. Arthur Reeves, of Otahuhu, Mrs. R. R. Jones, of Waiatarua, and Mrs. A. B. Wilson, of Auckland. His wife died 17 years ago.

To listen to soundtrack 17 while you read click picture below:



NAVIGATION – Page 180



This is one subject best left to professionals to explain.



SAILING SPEED – Page 182

Oceanservice.noaa.gov explains it this way ...

A knot is one nautical mile per hour (1 knot = 1.15 miles per hour). The term knot dates from the 17th century, when sailors measured the speed of their ship by using a device called a "common log." This device was a coil of rope with uniformly spaced knots, attached to a piece of wood shaped like a slice of pie. The piece of wood was lowered from the back of the ship and allowed to float behind it. The line was allowed to pay out freely from the coil as the piece of wood fell behind the ship for a specific amount of time. When the specified time had passed, the line was pulled in and the number of knots on the rope between the ship and the wood were *counted*. *The speed of the ship was said to be the number of knots counted (Bowditch, 1984).*

CLAUSTROPHOBIA– Page 185



Claustrophobia is the fear of having no escape while being in a small space or room. It's typically classified as an anxiety disorder and often results in panic attacks. It can be brought on by being in an elevator, especially if it's crowded to capacity. Windowless rooms and even tight-necked clothing can cause an attack. Ever had that when you got stuck getting out of a turtleneck jumper? Arghhhh.

The onset of claustrophobia has been attributed to many factors, including a genetic predisposition.

Since being hooked up to life-support, in an induced coma, being able to feel pain, but unable to tell anyone, I have suffered from this condition. In fact, I'd say, being out of control sums it up. Although now, twelve years on, I have learned how to keep this condition under my control.

Apparently, women suffer this condition more than men. One belief is that women have personal bubbles we don't like being infiltrated. You know how that feels right? When someone with poor

depth-perception or just bad manners, get's in your face? That triggers me too. I automatically take a step back.

Scientifically, it is believed that people who suffer from claustrophobia have small amygdalae. That's a section in the brain that processes fear. So, can we stretch it? Seriously?

Do you have a dose of claustrophobia that raises its head at the most inopportune moments? Watch this video to understand what it is and how it was discovered. Then watch the next video for ways to take back control.

OK, if you do suffer from this fear or any other, DON'T PANIC.

There is a quick and simple way to find help, and it's free. Watch this video to learn about the technique I use. It's called Emotional Freedom Technique (EFT). My life has changed because of it. It is something so simple, I didn't believe it could work. Our bodies were created so complex, scientists are still learning how they work.

Emotional Freedom Technique (EFT) is one of them. If you suffer from any fear or anxiety and want to learn a quick and painless way to get rid of it, try EFT:



To listen to soundtrack 18 as you read click picture below:





Crew berths either had bunks with mattresses made from straw, or they slept in hammocks. A trifle difficult if you were over six feet tall, or wide in the beam, as they say. You could fit more sailors in a small space with hammocks because they could hang two or three high and have them close together. The smell in the crew's cabin was legendary because sailors rarely bathed at sea, yet another superstition, like having a priest on board or painting or wearing anything green. It was a sure sign the ship would run aground.

On the right of the image is the table hanging from the roof so it didn't rock with the motion of the ship. Most tables in the mess, even today, have lips around the edge to stop the food slipping off and onto the floor. Although few hang from the roof.



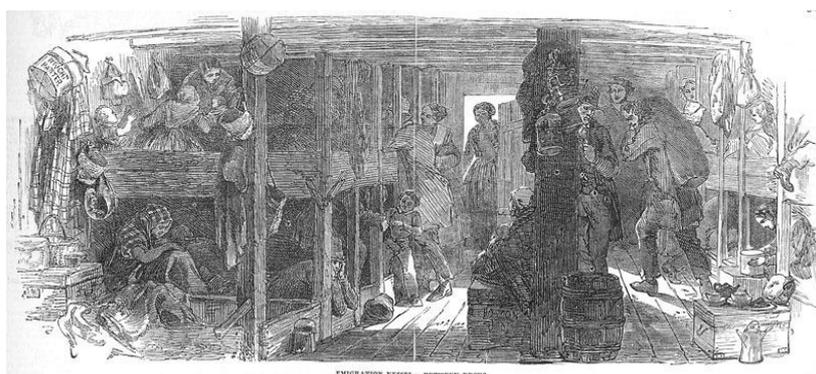
[Saloon Cabin Interior](#)

Saloon cabins were for the captain, high ranking crew members and first class passengers only. The Ashmore's saloon was built under the poop deck where the bridge was stationed. (That's where the wheel is or the helm).

The captain's cabin was at the very end of the Ashmore saloon, also known as the aft. The first class cabins were on either side along the saloon walls. The doctor shared one of these with the Parson Thompson, who was regularly seasick.

The doctor wrote about the parson in his diary almost every day and mentioned the man of the cloth frequently aimed and missed his spittoon he left on the floor each night, splattering the doc on its way down. They did not get along. The parson also sniffed and snorted a lot which put the doctor off his food. He was made to sit next to him at the table every meal, much to the doctor's peeve.

The second class cabins on the Ashmore were in the forecabin. The deck at the bow of the ship. It was longer than most ships her size, because the Ashmore was built as a passenger ship. In the forecabin was also the galley (kitchen), the infirmary (two-bed hospital) and the crew quarters. This is also where they ate their meals.



[Steerage Cabin](#)

This is similar to the steerage cabin on the Ashmore, except the Ashmore had tables hung down the middle by rope. It wasn't only their sleeping quarters, but where they ate three meals a day.

With 121 passengers all squeezed into the long thin cabin one deck below, you can imagine what the conditions were like.

Especially when items weren't stowed away before a storm. Spittoons filled with regurgitated food flew around and pencils inflicted bodily harm as they stabbed or gouged the skin. Men's wet boots were heavy enough when thrown across the cabin, often dangerous enough to knock a woman or a child out cold.

Cleaning up the mess and drying everything out after a sudden squall, took up to a week, with mattresses carried up on deck to dry. The steerage passengers washed and scrubbed their soiled items with cold sea-water. The first and second class had stewards to look after that chore.



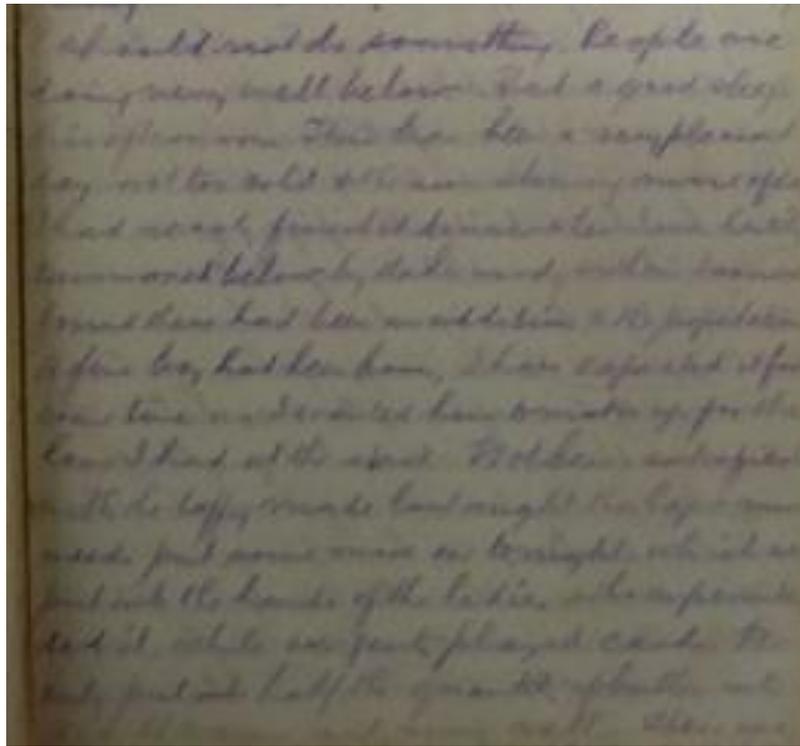
The phosphorous glow is a natural phenomenon created when bioluminescent bacteria, blooming red algae also known as red tide, mixes with oxygen. It was stirred up by the hull of the Ashmore. The passengers on board saw phosphorous along the hull and in the wake of the ship at night.

The doctor wrote about it in his diary. It is not to be confused with phosphorus, the mineral needed for our bodies to repair tissues and cells and filter waste.

There are many other organisms in the sea that glow, mainly creatures that live in depths where light from the surface does not penetrate. Fireflies also known as lightning bugs, use this similar 'glow' to attract prey or mates.

To listen to soundtrack 19 while you read click picture below:





Doctor Knight's Entry

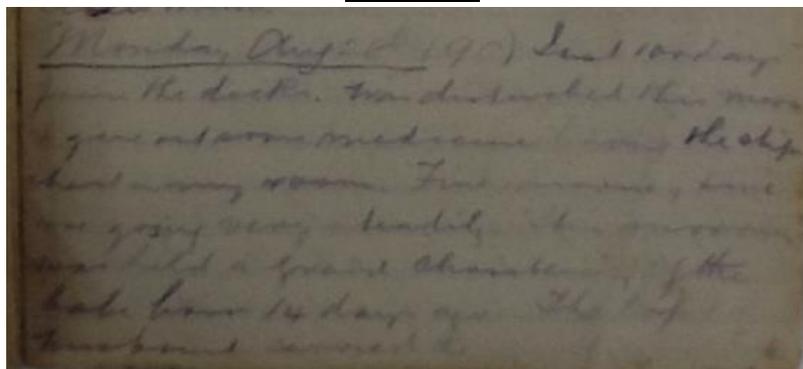
Below are entries in the doctor's diary relating to the birth of Ashmore Curtis on board the ship. I have included both photos and text typed during my research of the diary.

Tuesday, Aug 15 1882

I had nearly finished dinner when I was hastily summoned below by the steward & when I arrived found there had been an addition in the population. A fine boy had been born. I have expected it for some time, as I wanted him to make up for the loss I had at the start.

Christening At Sea

Page One



Monday August 28th

(Day 100).



To listen to soundtrack 22 while you read click picture below:



THREE KINGS ISLANDS – Page 221



The Ashmore sailed towards the Three Kings Islands, a group of thirteen islands approximately 55 kilometres northwest of Cape Reinga where the Tasman Sea and the Pacific Ocean meet. They are uninhabited and measure 4.86 km² in area. The islands are situated on a submarine plateau, called the Three Kings Bank. Even though they are only separated from the mainland of New Zealand by an 8 km wide, 200 to 300 m deep submarine trough, the Three Kings Islands aren't considered part of its region or district. They are part of the Area Outside Territorial Authority.

There are nine island groups in New Zealand's outlying islands, located in the subantarctic and subtropics which lie outside of the New Zealand continental shelf.

North of New Zealand:

The Three Kings Islands

Kermadec Islands

South of New Zealand:

Chatham Islands

Solander Islands

Subantarctic Islands:

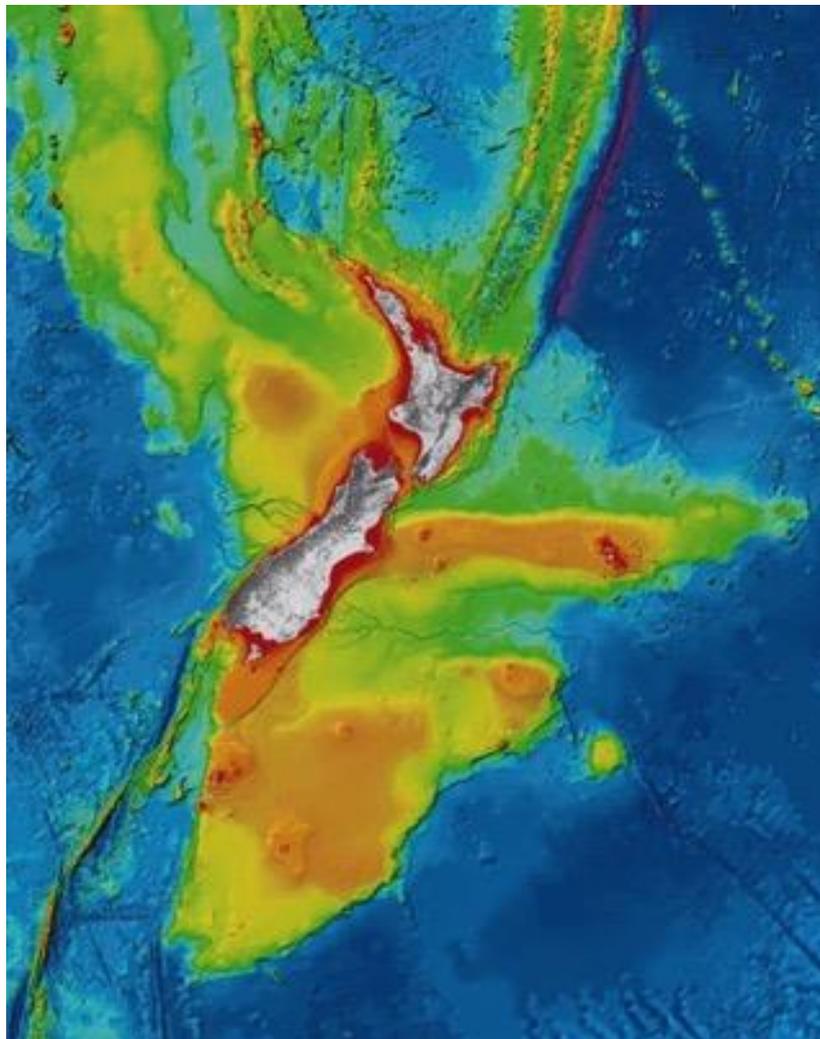
Bounty Islands

Antibodies Islands

The Snares

Auckland Islands

Campbell Islands.



New Zealand's Marine Realm

"Undersea New Zealand provides a unique insight into the shape of the seafloor within one of the world's most extensive deepwater jurisdictions. New Zealand straddles an active plate margin, creating a highly complex and diverse seascape of submarine trenches, underwater volcanoes, active submarine canyons and quiescent broad plateaux.

All data used in the compilation is held at the National Institute of Water and Atmospheric Research (NIWA). Bathymetry is compiled from multibeam and single-beam data sourced from surveys by NIWA and Land Information New Zealand (LINZ), as well as international surveys by vessels," NIWA says.

Watch Underwater Footage of Sea Life - Up To 1123m Down:



CAPE REINGA – Page 221

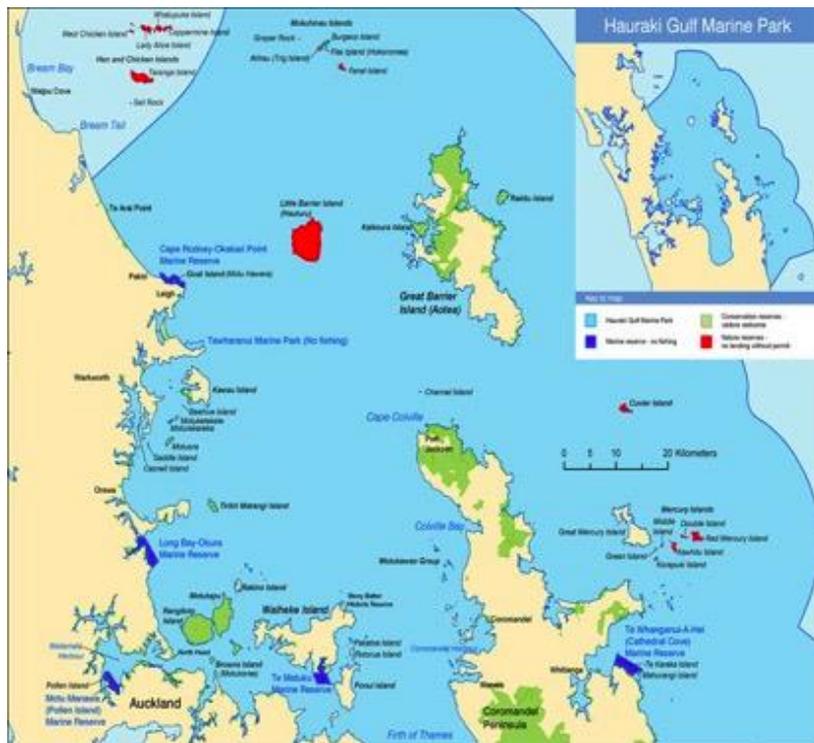
The Ashmore sailed around the Cape where the Tasman Sea converged with the Pacific Ocean. It was their last two days of their 102-day voyage.

Cape Reinga is also known as Te Rerenga Wairua in Māori. It means the leaping-off place of spirits or the underworld. According to mythology, they believe the cape is the point where the spirits of the dead journey travel to and leap off into the underworld to their ancestral world called Hawaiki where they spend the afterlife below the roots of an 800-year-old tree called a pohutukawa. Because the site is sacred, no eating is permitted. If you're looking for a good picnic spot, turn off 5km before the Cape to beautiful Tapotupotu Bay.

Bus trips take you to the Cape and along the 90-Mile Beach from both Kaitaia and Paihia, the Bay of Islands. While Cape Reinga isn't the most northern point of New Zealand, it is not a scientific reserve like North Cape so it is open to the public.

Doctor Knight's diary mentions Rangitoto Island and today you can visit the youngest volcano in New Zealand. It last erupted 600 years ago after which the native Maori lived upon the island. They sold it for £15 in 1854 to the Colonial Government. Basalt and scoria were quarried on the island and shipped to Auckland where they played an extensive role in building the city.

The first view you see in the footage below is filmed on my great, great granddads private beach named Cobby Beach. He renamed it Cheltenham Beach before selling the property. You can read more about his 40 acres, one of the most idyllic spots in Auckland in my book *The Shotover - 150-Year Souvenir*.



The Ashmore entered the Hauraki Gulf and sailed between the islands with the help of a pilot who arrived early to catch up with his friend Captain Whitmore. It wasn't necessary to have a pilot boat escort that day, but they were given the royal treatment because she was considered in Auckland as a 'very handsome vessel'.

To listen to soundtrack 23 while you read click picture below:



See what Rangitoto looks like today.



LIGHTHOUSE HISTORY IN NEW ZEALAND – Page 229

New Zealand's rocky and often stormy coastline, endangered the lives and claimed the cargo of many early settlers. These goods were vital to colonial settlement, but most of the chartered coast was still uncharted. Their uproar of the new colony's settlers led to the Pencarrow Head lighthouse being built at the Wellington Harbour entrance back in 1859. But not before the insurance and freight rates were increased.

In the 19th-Century, there were more than 2000 deaths and over 1,500 wrecks. The demand for lighthouses could no longer be ignored. Building the first lighthouses in exposed areas with little or no nearby roads, meant materials were delivered through treacherous rolling waters by boat and dragged up hills by a horse. Add to that the stormy seas which necessitated a lighthouse in the first place, and you've got a mission on your hands.

Oil lanterns were used in New Zealand's first lighthouses, then kerosene burners followed. To magnify the amount of light omitted, their beam was encased in large glass lenses as you will see in the Manukau Heads Lighthouse footage below.

Electric lights were not used until 1935. Each lighthouse was recognised by the sailors as their lights flashed in their special sequences. Lighthouses in New Zealand today, are solar powered and no longer need lighthouse keepers. In the Ashmore's time back in 1882, the keepers worked long hours topping up the oil lanterns, cleaning the glass lenses, and looking after the lighthouse tower and any farmland and buildings nearby.

Keepers' wives also worked with their husbands in maintaining the lighthouses until electric lights were installed and put on automated systems. There are no longer any keepers in New Zealand.

Lighthouses were not only vital for identifying harbour entrances, but they also marked the necessary changes needed in the sailing direction due to submerged reefs and rocks. They were used as markers by day and beacons by night, enabling sailors to fix their position and calculate their speed and distance.

There were two classes of lighthouses. They were administered by two different authorities: Harbour lights guided ships into each port and were the responsibility of provincial authorities at first. Later that changed to the local authorities. Coastal lights confirmed a ship's position along the coast and considered to be the concern of central government.

'From 1874 Finance Minister Julius Vogel's public works initiatives allowed for an extraordinary programme of lighthouse construction, directed until 1889 by the marine engineer John Blackett. By the end of the 19th century, the Marine Department had commissioned and built (often within months of each other) 16 manned coastal lighthouses and six manned harbour lights. Mariners could now sail up the east coast of New Zealand and the glow of one light would barely drop below the horizon before the next rose above it.'

'In 1873 captains Robert Johnson and Robert Edwin drew up what would become the blueprint for New Zealand's lighthouse development. Their proposal was based on clear principles, in marked contrast to the local politics which had often dictated earlier sittings.

The next year Johnson and Blackett embarked on a number of trips to identify specific sites at the recommended locations. They looked for positions with good visibility, suitable geology, fresh water, enough land for a small outlying farm, and easy landing places for construction and maintenance.'

Building the lighthouse on Tiritiri Matangi Island, to the north of Auckland, was complicated because of its steep terrain. Tons of lighting equipment, prefabricated structures, food and accommodation for the building gangs, were shipped to the site. Unloading everything took four months inhibited by strong tides and rough seas. Despite numerous setbacks, almost all the towers were still standing in the 21st century.



Bean Rock Lighthouse

Bean Rock was built in 1871. It is still standing where the Ashmore sailed passed 136-years ago. The lighthouse stands on Kapetaua's Rock, named in memory of the Ngāti Pāoa ancestor, Kapetaua, who was marooned there. Bean Rock is named in honour of a navy captain, P.C.D. Bean, who back in 1840 helped chart the harbour. The first light was fuelled by kerosene which a keeper would light every night and check throughout the evening hours.

Then between 1909 to 1911, the keeper James Anderson rowed a small boat from the lighthouse to his home and young family in Devonport. Ivan his son sent him Morse Code messages using his torch at the house. There is an interview with Ivan held in the Maritime Museum library.

Bean Rock is the only wooden cottage lighthouse in New Zealand. Although its light was automated in 1912 and now runs on solar power.

The three categories of lighthouses in New Zealand:

1. Landfall lights - The first to be seen by a ship approaching the New Zealand coast.
2. Coastal lights - Used mainly for fixing and confirming a vessel's position along the coastline.
3. Harbour lights - They guide vessels into port.

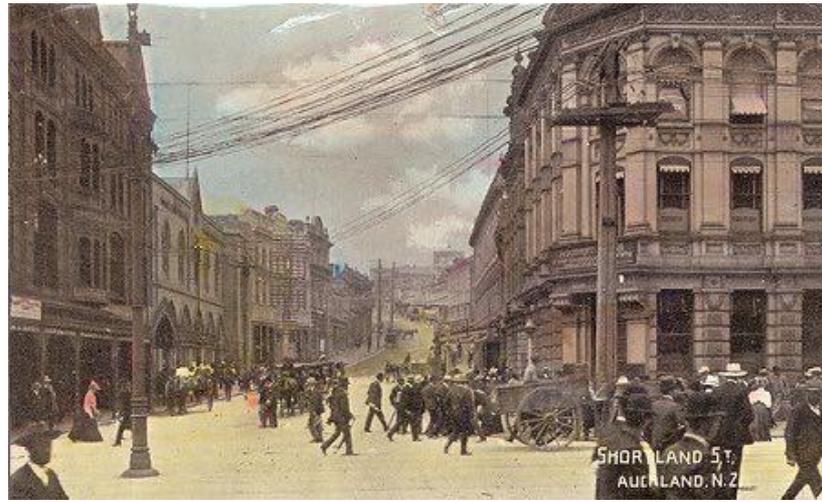
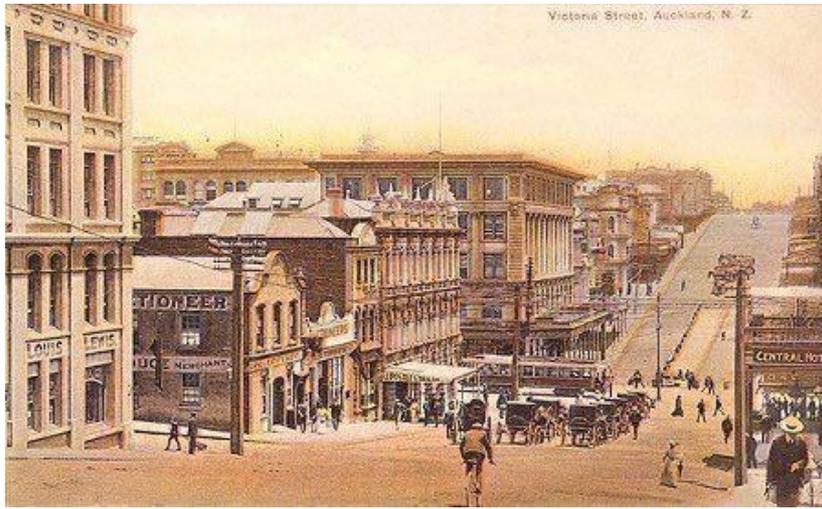
Maritime New Zealand has 23 lighthouses and 75 light beacons. A light beacon is a small low-range light. Harbour authorities also have lighthouses and light beacons.



AUCKLAND CITY – 1882 – Page 236

What the passengers saw on arrival - 2nd September 1882.







Albert Park

The Park was created in the 1880s where the Albert Barracks military fortifications were located. It had incredible views over the city and harbour. Now the view is of office blocks, except where hidden by mature trees. The Park contains a number of interesting specimen trees dating from the 1880s to the first World War.

The design of the park was the result of a public competition, with a formal layout with a main north-south axis. A large cast iron fountain imported from Great Britain in 1881 forms the centrepiece of the park. The fountain is distinguished by statues of dolphins ridden by cherubs blowing horns which spout water. The fountain is surmounted by a female figure with a horn also spouting water. Under the park are tunnels were dug for air raid shelters during the second world war. Afterwards, they were sealed off.

There are more than 3.5 kilometres of tunnels reaching from Constitution Hill to Wellesley Street. There are a network of shelters, sanitation facilities and first aid posts, all ventilated by air shafts. There are a total of nine entrances. The tunnels run through sandstone and volcanic rock. They were mostly dug by hand by a team of 114 council workers, most of whom were unfit for war. Over 975km of native timber lined the tunnels. That included Kauri, Heart Rimu, Larch and New Zealand Stringy Bark.

A total of 315 people were involved. The centre arched access tunnels were 3,700 ft long, 9 ft high, 15 ft wide. There is a grid of accommodation galleries – totalling 6,000 ft, 7 ft square with wooden seating. The floors were covered with scoria. The tunnel complex, unlike many other air raid shelter complexes, had baffles, not blast doors. The baffle is a block in a tunnel constructed from wood, lead and stone to absorb the shock wave in the event of a bomb blast. The small tunnels around them allowed passage and reduced the shock with perpendicular reflections.



Middle-aged men who were unfit for war dug the tunnels.



Map of Tunnels

DEPTH MEASUREMENTS - FATHOMS – SOUNDINGS - 253

Depth finders are used today to determine depths of water. They measure the time it takes a sonic pulse produced just below the water surface to return, or echo up from the bottom of the body of water. Also known as sonic depth finders, they are in operation on a range of vessels including ships, both naval and merchant, and on small, privately-owned craft.

Sonic pulses detect underwater objects like fish by the same principle. During World War II sonar was used to detect submarines. Today, in addition to protecting ships from shoal water, sonic pulses are used to determine the thickness of ice in Arctic regions and oceanographic charting.

These sonic depth finders can be operated repetitively, recording thousands of soundings per hour. They can record a profile of the ocean floor.

One of the first practical depth sounders was the so-called Hayes sonic depth finder. It was developed by the U.S. Navy in 1919. It also had a timer calibrated at the speed of sound in seawater. About 1927 a similar device was manufactured under the trade name Fathometer and these devices have not been significantly changed since.

To listen to soundtrack 24 while you read click the picture below:



History of Depth Measurement

A sounding line or lead line was a thin rope of a certain length, with a lead plummet on its end. They were swung or cast by the “leadsman,” usually from part of the ship called “the chains” which were small platforms, built on either side of the hull of a ship. Sailors tied marks made of leather, calico, serge or some other materials and placed at certain intervals. They then made them shaped for ease of reading day or night.

Marks were placed at every second or third fathom, for example: at 2, 3, 5, 7, 10, 13, 15, 17, and 20 fathoms. After dropping the lead, the leadsman called out the depths. If a particular depth was exactly at a mark, he would say: “by the mark,” and then say the number. If the depth was somewhere between two numbers, he would say: “by the deep” and then say an estimated number of fathoms.

To listen to soundtrack 25 as you read click picture below:



DEVONPORT & TAKAPUNA – 1882 – Page 253

What Devonport looked like when the Ashmore arrived in 1882.



Victoria Street, Devonport.

To listen to soundtrack 26 as you read click picture below:

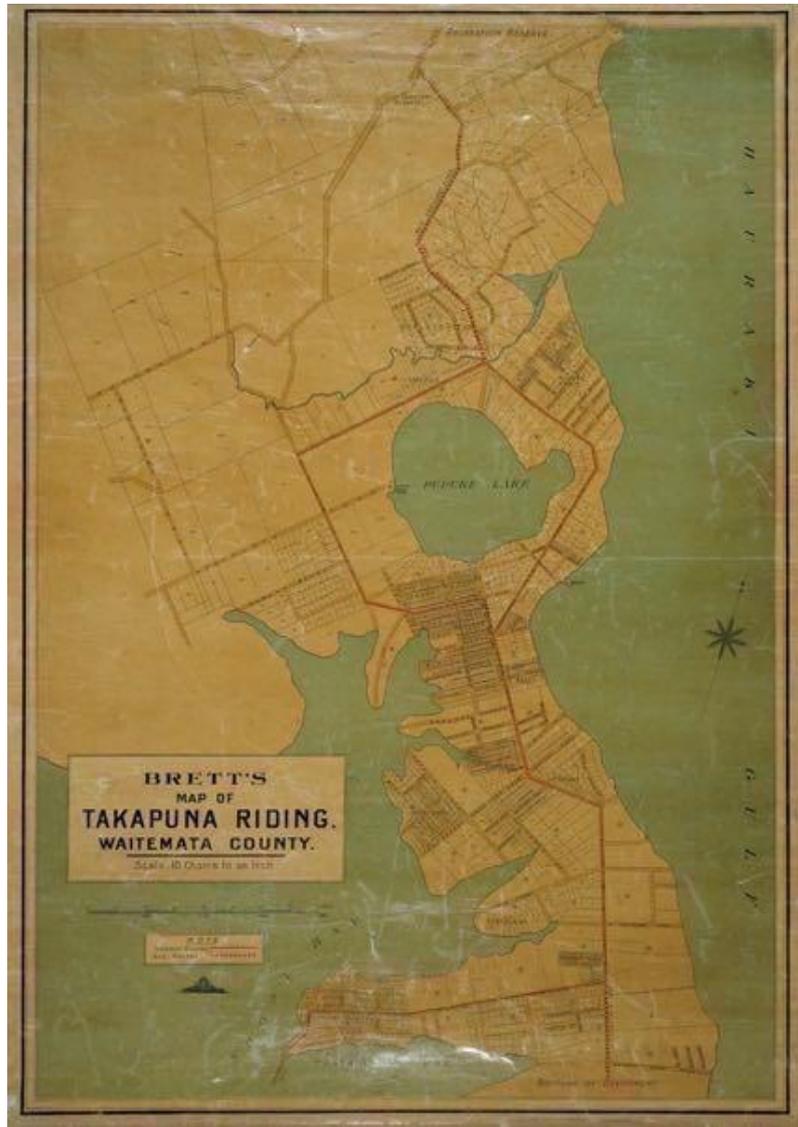




Devonport Golf Course/Curtis Market Garden Today



Views of the Curtis farm/golf course today



As you can see in the map above, the market garden where they lived on Northcote Road is close to Lake Pupuke.



Lake Pupuke Aerial

See a drone's view of Lake Pupuke:



To listen to soundtrack 27 as you read click picture below:



WILLIAM COBLEY – Page 256

Curtis & Cobley Families Unite In Book 2

Ashmore Curtis, born on the ship Ashmore, married William Cobley's daughter Gertrude. He used to walk from their market garden in Takapuna, to her house in Devonport. A total of 8.8 km/5.4 miles, a 19-minute drive today. If he was lucky, he'd go by horse.

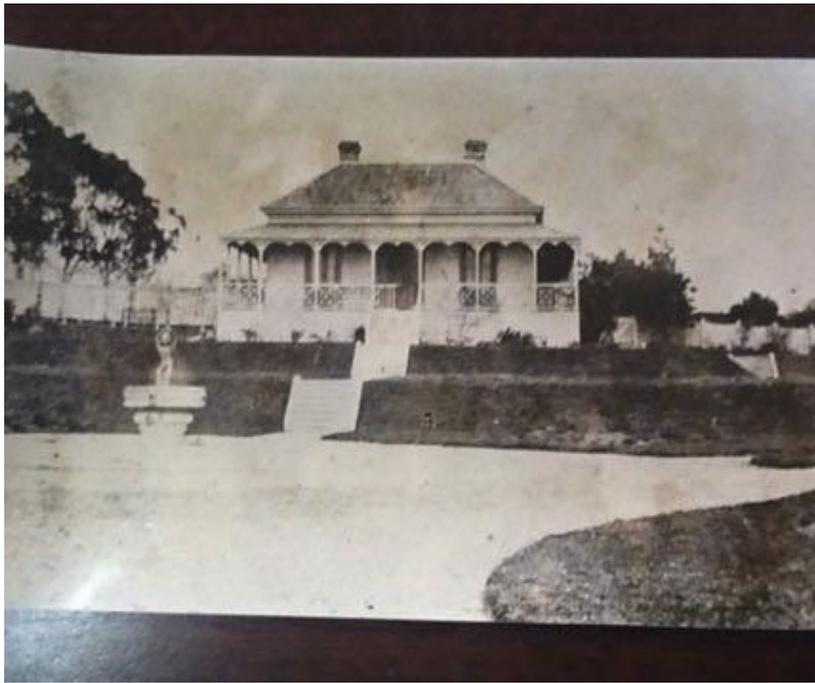
For information on William Copley watch this book trailer.



*William Copley
Devonport Wharf – 1882
Centre with top hat at the base of gangway.*



Cobley House, Devonport, Auckland



First Photograph of the Cobley House



*View of Cobley Beach (Now Cheltenham)
towards Rangitoto Island*

William gave back to the community in numerous ways, one of which was introducing fish and birds to the area. Generous donations like William's means there is still great fishing in Lake Pupuke today.

“Mr. W. H. Cobley has placed common and golden carp in Takapuna Lake ; and has liberated Californian quail, parrots, bronze-wing pigeons, and other birds at the North Shore.

“Country settlers are requested to assist the Society by donations of native birds, for the purpose of exchange ; the pigeons, kakā, parroquet, tui, bell-bird, kiwi, weka, cuckoo, &c., would always be acceptable. Also, native plants ; small tree-ferns, 1 to 6 feet high ; kauri, totara, miro, māire, rata, and very many others would be welcome ; but the plants should be small, carefully got up, and packed so as to keep the roots cool, or, if possible, planted in a box and kept shaded, care being taken to keep them from the effects of sea water during transit. Seeds of the kauri, the kawakawa or arborvitæ, totara, and any pines are highly valued at all times.

minutes of the previous meeting were read and confirmed.—The Secretary read a letter from Mr. Cobley, written in reply to a request for information as to the number of carp he had placed in the Takapuna Lake. Mr. Cobley stated that he placed 6 Prussian and 2 golden carp in the Lake about three months ago. The Secretary stated that the Society placed 12 Prussian carp in the Lake during 1857, and more recently a smaller number. It was also stated that Mr Cobley had liberated, at the North Head, 24 Californian quail, 1 pair bronze-wing pigeons, 1 pair cockatoo pigeons, 12 laughing jackasses, 5 parrots, 12 Java sparrows, and other birds during the past year.

BONUS MATERIAL

Nautical Expressions Used Today

Ever used these sayings or wondered where they came from?

I know the ropes.
Would you pipe down!
I'm chock-a-block.
There's no room to swing a cat.
He got a right dressing down.
I'm footloose.
That's first rate
He's three sheets to the wind.
I'm feeling blue.
He looks like he's about to keel over.
I'm giving them a wide berth.
I cannot fathom that.
He's between the devil and the deep blue sea.
He turned a blind eye.
There will be the devil to pay.



These sayings originated at sea. Here are their meanings ...

To Know the Ropes:

There are miles of rope in square-rigged ships and the only way they kept track of them all was to memorize where they were located. Only experienced seaman *knew the ropes*.

Pipe Down

The Bosun's whistle was blown to signal that all lights were to be put out and silence was ordered. This was called the Pipe Down.

Chock-a-block

When two blocks of rigging tackle were hard together and they couldn't be tightened further, they were said to be Chock-a-Block, meaning they were filled to capacity or overloaded.

No Room to Swing a Cat

The cat was the whip called the cat-o-nine-tails. The entire ship's crew was required to witness floggings at close hand. If the ship was crowded the Boatswain struggled to have enough room to swing the cat.

Dressing Down

Sails were treated with oil or wax to protect the canvas. This process was called giving them a *dressing down*. An officer or sailor who was reprimanded or scolded received a dressing down.

Footloose

The bottom portion of a sail is called the foot. If it wasn't secured correctly, it was footloose and danced randomly about in the wind.

First Rate

From the sixteenth century, British naval ships were rated by their number of heavy cannons carried on board. A ship with more than 100 guns was *First Rate*.

Three Sheets to the Wind

Sheets are lines or ropes that control the tension of the corners on a square sail. On a three-masted barque like the Ashmore, if the three sheets of the lower course sails were loose, the sails flapped and fluttered in the wind. The ship would then stagger and wander aimlessly downwind, much like the drunken sailors.

Feeling Blue

During a voyage, if the captain died, they would return to port with a blue stripe painted on the ship's hull and a blue flag raised.

Keel Over

A sailor's term for death, or to capsize the ship.

Slush Fund

A slurry of fat kept from boiling the salted meat was sold ashore by the cook and kept in the slush fund. Many cooks were caught selling more than just slush on the quiet. The money was supposed to go towards a fund for the sailor's to buy luxuries like drinks.

Under the Weather

If a crewman who was standing watch was subject to constant beatings from the weather and sea spray, it was called the weather side of the bow, which meant he was under the weather.

To Give Someone a Wide Berth

Ships moved with the tides when anchored. So they needed to drop their anchors far enough away from other vessels so they didn't smash into each other as the tides and winds changed.

Fathom

A fathom is a nautical measure equal to six feet. It is a depth measurement used at sea. The word is also used to describe taking the measure of something, to understand it, to get to the bottom of it.

Between the Devil and the Deep Blue Sea

The curved seam in the deck planking closest to the side of the ship was called the devil's seam. It was next to the scupper gutters which were slots that let out the water washing over the deck. When sailors were ordered over the side in a boatswain's chair to clean or paint the hull, it was said he was *between the devil and the deep blue sea*.

Turn A Blind Eye

To turn a blind eye means to intentionally ignore someone or a situation. Back in 1801, Admiral Nelson deliberately held the telescope to his blind eye in order not to see the flag signal from the commander to stop the bombardment. That is how he won the Battle of Copenhagen.

The Devil to Pay

To pay means to seal. The devil was the most difficult seam on the deck because it was curved and intersected with planks that were straight. Because it was such an unpleasant task, and the most difficult, it was sometimes used as a mild form of punishment.

Watch real life sailing on a ship like the Ashmore here:

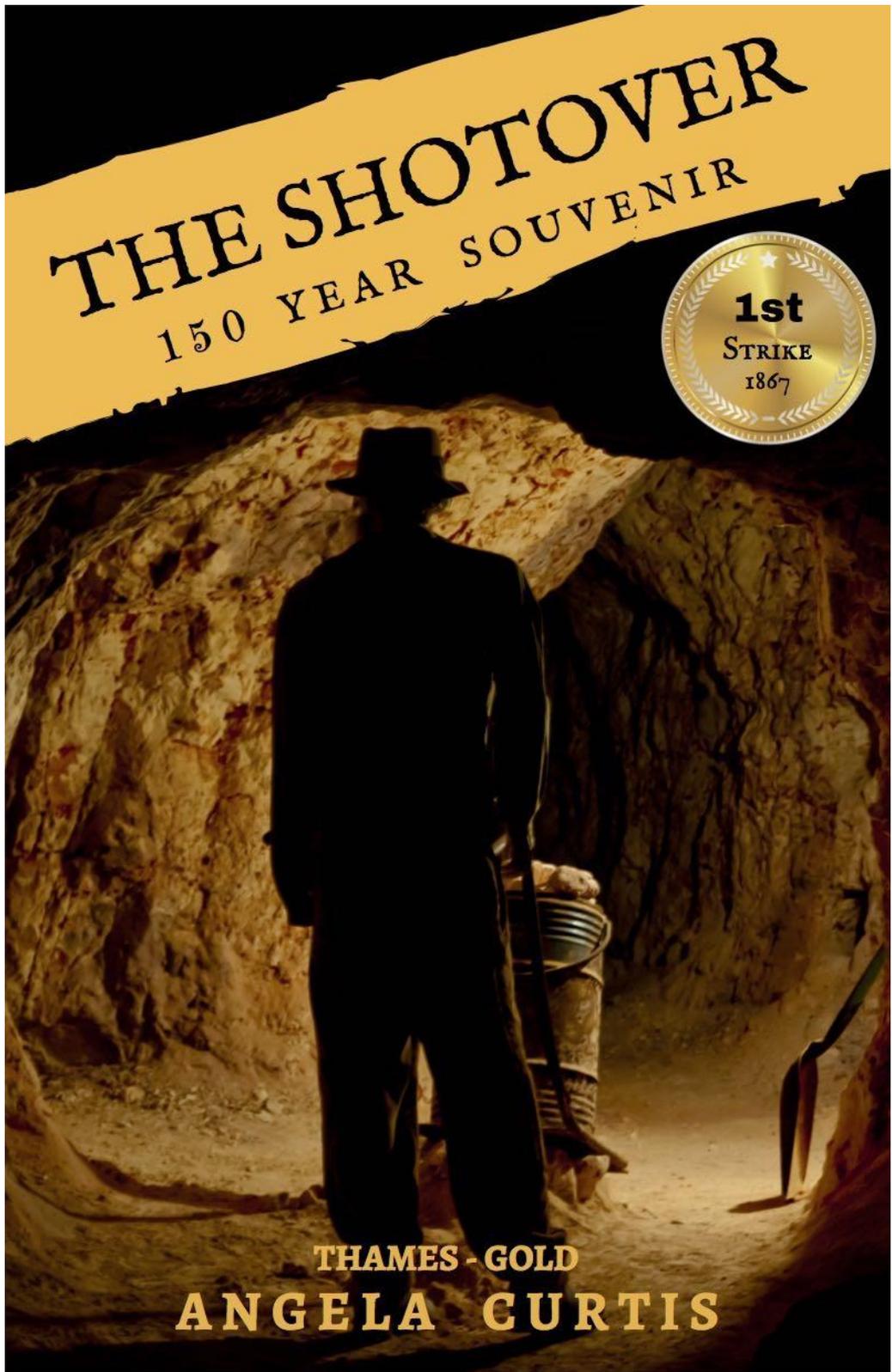


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OUT NOW

The Golden Era

1867
New Zealand

This captivating true story is filled with little nuggets and gives a fascinating insight into our country's rich history. It's an engaging and insightful journey back to 1867, to a time when the local Māori and the Coromandel were rushed by gold miners. It's about the land of Aotearoa and how the diverse and often uncivilised cultures from around the world struggled to live together, grow profitable from each other, and unite to survive.

Written as a Young Adult Historical Adventure, this true story is perfect for use in the NZ Education system as a comprehensive guide to the colonial history of Thames and the effect this golden waterfall had on the rest of the country.

William Copley was one of four men who made their fortune when they were the first to discover gold hidden behind the moss of a 20-foot waterfall in the Coromandel. They called it The Shotover. The claim was so rich it yielded quartz half its weight in gold. Eventually they had to weigh the gold in tons.

What happened next has featured in history books around the world. The repercussions of that first payable bonanza in what soon became the town of Thames in the Waikato echoed to every corner of the planet.

Thousands of optimists rushed to the goldfield which stimulated the failing economy of the new colony. Prospectors scoured its treacherous pinnacles in hopes of finding riches of their own. Others grew rich on goods they sold and the services they offered to the mining population.

The men and later the women, worked hard and lived rough. Some found their fortune while others suffered misadventure and catastrophe.

This true account has never been told before. Now for the first time ever, William Copley's great granddaughter reveals it all.

About the Author



Angela Curtis is a multifaceted literary luminary and a force to be reckoned with in the world of literature and publishing.

Angela wears multiple hats, each one brimming with expertise and passion:

Best Selling Author:

With multiple best-selling books under her belt, Angela is a wordsmith extraordinaire. Her captivating storytelling has won the hearts of readers worldwide.

Online Course Creator:

Angela is not just an author but also an online course creator. She shares her wealth of knowledge in the realms of publishing, writing, and book marketing through engaging and informative courses.

Keynote Speaker:

On stage, Angela's charisma shines as a keynote speaker. Her talks inspire, motivate, and provide invaluable insights into the world of literature and self-publishing.

Proxy-Publisher:

Angela is your go-to expert when it comes to proxy publishing services. She guides aspiring authors through the complex publishing process, making their dreams of becoming published authors a reality. Angela's dedication to literature, her innovative courses, and her commitment to helping authors find their voice, sets her apart in the literary world.

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