

## George Owen, mariner.

The route to Chile were part of the Swansea copper ore trade although other cargo was also transported. The journey, both outward and inward, involved negotiating the Doldrums and Cape Horn and was amongst the most testing routes for any ship and crew. Both the "Hawkeye" and "Glenudal" were wooden hulled, single deck, three masted barques of 142 feet (approx. 43m) in length and 29 feet (approx. 9m) width, weighing in at almost 500 tons (approx. 510 tonnes). The hold was just over 18 feet (approx. 5½ m) deep. The fore and main masts were square rigged whilst the mizzen mast was rigged in line. There were additional sails set in line between the main masts and at the front bowsprit. The Hawkeye was owned by Henry Bath and Sons whilst the Glenudal was owned by Richardson and Company, both having copper ore yards in the Float or North Dock.

On the 15<sup>th</sup>. May 1872, the "Hawkeye" sailed from Swansea to Valparaiso with George Owen on board as an able seaman. For his work, he earned £2..15..00d a month (£2.75 in decimal money), returning to London on the 16<sup>th</sup>. February 1873. There are no cargo details available but it was usual to carry coal or patent fuel on the journey to Chile. The outward journey was not a good one and the ship suffered some damage that the on-board carpenter could not repair. A carpenter from another ship had to be hired to make repairs at Valparaiso to enable the ship's ongoing journey. After the journey, the captain made no comment on George Owen's conduct and seamanship but this probably meant that it was perfectly adequate as he was not given any reprimand. On his previous voyage in the "Glenudal" the captain described him in both areas of competence as "very good".

Scale of Provisions to be allowed and served out to the Crew during the Voyage, in addition to the daily issue of Lime and Lemon Juice and Sugar, or other anti-scorbutics in any case required by Law.											
	Bread lb.	Beef lb.	Pork lb.	Flour lb.	Peas pint.	Rice lb.	Tea oz.	Coffee oz.	Sugar oz.	Water qts.	
Sunday .....	1	1½	1/4	1/2	1/3						
Monday .....	1		1/4	1/2	1/3						
Tuesday.....	1	1½	1/4	1/2	1/3		1/8	1/2	2	3	
Wednesday..	1	1½	1/4	1/2	1/3					<i>Daily</i>	
Thursday ...	1	1½	1/4	1/2	1/3						
Friday .....	1	1½	1/4	1/2	1/3						
Saturday .....	1	1½	1/4	1/2	1/3	1/2					
<i>Equivalents</i> <b>SUBSTITUTES.</b> <i>at Masters option</i>											

Above is a list of the daily rations of food issued to the crew on the voyage. The meat would have been heavily salted, and partly desiccated. The bread, unless baked on board, would have been rock hard, like a ship's biscuit – a diet which would be quite unpalatable today. I find it unbelievable that George Owen was prepared to risk his life and sail around the Horn on such a small ship. Attitudes and expectations have come a long way since that time.