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Wholesale and Manufacturer,

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of Glasses, and Barometers, from the most celebrated English and
French, Telescope, Masthead Glasses; Transparent, Binnacle,
Logs, Glasses, &c., &c., &c.,

CHARTS

Whalemen, (as good an assortment for Whalemen as can be found in
the country,) and every description of

ALL STATIONERY.

Always in readiness to the repairs of all kinds of Navigation Instru-
ments warranted.

Aijusted before
Sailed Nov 13th 1856
David Wall Carpenter

John

Brother

John Antoine

Daniel Hom

David Shorty

Arthur Bryan

Joseph Piz

Francis Piz

Richard Evans

Samuel Markpatrick


Kendle h.

Corn daily.

Garden daily.

Water the garden and the flowers in the front yard.

Put the corn in the garden.

Put the flowers in the garden.

Put the water in the garden.

Put the corn in the garden.

Put the flowers in the garden.

Put the water in the garden.

Put the corn in the garden.

Put the flowers in the garden.

Put the water in the garden.
Monday, Nov. 19th, 1826

8 a.m. 40° 30' W. 1 short silence. Strong gale from the west, rain hourly.

10° 45' W. 8.40 N. when we reached the

forehead and 1 hour the

light wind. At the Point

at 4.40 P.M. 1st landings.

N.W. 18°.

set the main shrouds. Fix

w. 1°.

set the main shrouds. Fix

w. 1°.

11° S. E.

Turned broadside of the

13° 50' W.

Cape, rounded the

15° S. E.

15° 50' W.

N.W. 15°.

N.W. 15°. 55°

Thunder 5°

10°

N.W. 18°. 55°

10°

N.W. 15°. 36°

10° 36°. 5 E.

10° 36° E.

10° 36°. 5 E.

10° 36°. 5 E.

10° 36°. 5 E.
Saturday 22

1 Begin with light color &
2 building up with more
3 Britain. Middle past light
4 and gradually darker

172° 6' x 5'6"

Dinner pot, fish soup
1 plate meat, & other dishes
4 of the square dished out.
6 small bread for the first time
10 bread employed getting dry

Sunday 23

16 172° 6' x 5'
3 S. w. full brig
4 planked bottom

172° 6' x 7'
Modern copy Walker's October
122° 5' 40" west, &
102° 5' 40" west, &
92° 47' west

40° 12'

NW 11° 36' 1/2
Monday the 12th April

11½ lb. 26 oz. 8 d.

A. S. 56 x 3

B. S. 56 x 3

W. B. 11½ lb. 26 oz. 8 d.

Mr. Morris

I. T. 6 oz.

S. M. 36 x 3

Mr. 11½ lb. 26 oz. 8 d.

E. W. 11½ lb. 26 oz. 8 d.

11½ lb. 26 oz. 8 d.
Thursday, Nov 27, 16

Began with bright light, and very clear pleasure in the air. Mr. O'Leary, with the 19th平行, and the 11th from 5 to 6 deg. full on the 12th, and the 19th, setting in a north-easterly direction. Magnetic Co. 0° 7' 30".

Friday, Nov 28

1st 18 Oct. Began with bright light, and very clear, but scanty 2 to 3 atta. Middle part moderate.


3rd 18 Oct. 3 and 4 atta. Letter for auctioneer, as per direction. Stock in the hands of Mr. H. B. to be returned by the 28th of November.

Saturday, Nov 29

1st 19 Oct. Began with bright light, clear and pleasant weather. Middle part brisk and very clear.

2nd 19 Oct. Refused to come in at first, but 2 or 3 atta. Cloudy, and not much wind. Received an order for 800 bushels, and the return for the 27th of November.
All these twenty four hours
4 Strong trade wind and pleasant
8 weather first part all hand
S 12 employed setting mizzen
1 Rigging, Latter part back
S 4 employed at same, With
8 under top gallant sail

Thursday 11th
1 All these twenty four hours
6 Strong trade wind and pleasant
S 8 weather, saw one sail strong
10 to the northward, Melville
S, N 5.65/2 Latter parts ship with
1 ship gallant 2 sails furled under
S, N 5.65/4 whole topsails all hands
6 employed part the day to
8 rigging and part, which
10 employed at same

Lt. Tho. Keith 15th of 12th
Signed by Rth 14th of 13th
Friday Dec 12 1836

1 All these twenty four hours
2 Fruith these winds and
3 Pleasant weather, first
4 Pass the gallant sail, furled
5 Middle & Latter under top
6 Gallant sail, long main
7 Sheet rolling down fore &
8 Main rigging. To Ende.
10

Gott by 11h 13m. 06. No.
Long by Uh 35° 48. W

Saturday 13th

1 All these twenty four hours
2 Strong trade wind and
3 Pleasant weather, at 7 Pm
4 Saw a large whale, harpooned
5 The boat intending to shoot
6 a Bomb Lance into him.
7 It was a large Whaler.
8 Bottom whale, did not
9 Get a chance to try our Lance.
10 Chasing from three hours, had
11 employed the two down the
12 for Main & foremast rigging.
To Ende.

Gott by Uh 10h 34. No.
Long by Uh 34° 41. W
Sunday Dec. 14th 36

All three shifting from here

Strong trades pleasant weather

Since under main topsail

Sail untill 5 A.M. then

12 took it in at 10 A.M. 21st

EN 0 55° E again.

8 Satt by N 8° 47 10

Long 47° 53° 29 W

EN 0 55°

Monday 15th

NE & NW 55°

Begins with fresh trade indi

pleasent weather. 1st sail

in sight heading to the

NE & E NW 55°

North. Middle part fresh

trades. Finally with some

rain, weather looks threaten

NE & E EN 55°

ing at 2 A.M. stored the

2 top gallant sail.

4 Letter part strong trade

6 heavy weather. At 10 A.M

8 parted runner to main top

10 yard came down without any

ether accident. much employed

rattling down  & setting up

rigging to ends.

No Observation

No Observation

Tuesday 16th

EN SW 55°

Begins with fresh trade indi

cleroyly weather. Middle part

4 fresh trades. Pecialy weather

EN 0 55°

with large quantity of rain

12 at 6 A.M. turt on light sails

1 Letter part fresh trade

4 with pass, antwals 20 A.M

4 in right placing to the north

EN 0 55°

8 at 10 A.M. set light sails. Break
Wednesday 17th

11 Began with light trade and
4 light oblique rain. At 6 P.M.
8 hawking was put on 11 P.M.
11 wind then lighter, weather cloudy
12 Middle part fresh breezy
1 closely weather. Ship under
4 topgallant sails.
6 Latter part hawking
8 winds and equally with
11 rain at 10 A.M. heavy breeze
12 to ends

5th Oct. 11 2° 43' N.
Lucky Bloon 3° 47' W.

Thursday 18th

1 First part strong winds.
2 Generally weather. Ship
4 hawking topgallant sails.
6 at 2 P.M. Man overboard
8 fell overboard, while unplying
10 getting up heading tops, smoke
12 atly swelled the ship, he hauled
1 about main yard lowered
2 away, harkard heat, and
3 picked him up within a
quarter of a mile from the
5 ship, the man being an expert
6 harkard managed to keep
7 alive in water until the
8 boat reached him.
9 Middle part strong wind
10 handed the light sail.
11 Latter part wind squally
S. 6° 8' S. 51' W.
Wednesday 13 Oct
8 8 8 8 W S W
All these twenty-four hours
4 strong breezes, passing iguana
6 weather, weather fair.
8 wind to sails until 6 P.M.
10 then set main t'gallant sail.

Thursday 14 Oct
8 8 8 8 W S W/12
12 At 7 P.M. hoisted it. Fig. jib on
1 heart time till here. Break
4 employed at work on the
rigging. Fruends.

Friday 15 Oct
8 8 8 8 W S W/12
Long by compass 33° 16 W

Saturday 16 Oct
8 8 8 8 W S W
All these twenty-four hours
5 8 8 8 W S W
4 strong breezes, passing iguana
6 weather, weather fair.
6 8 8 8 W
8 t'gallant sail. At 12 P.M.
10 put the ship on It's hoard

Sunday 17 Oct
8 8 8 8 W
All these twenty-four hours
5 8 8 8 W
4 fresh trade wind and pleasant
6 weather. Ships minder t'gallant
8 Most of the day on It's hoard
12 tack. From 3 A.M. until
12 the remainder of the
4 day. go to windward tack. leads
8 Long by compass 18° 45′ South 34° 01' W
Monday December 25/56

1 First twelve hours fresh
2 Breezes and gales west
3 Ship under staysail steering 8 full by the wind
4 Letter twelve a.m.
5 Light breeze, pleasant weather all
6 Made the land coast of Brazil, several ships in sight steering to the north
7 Each employed on the rigging
8 To wards

Wednesday 23rd

1 Begins with light breeze in
2 Trade winds so pleasant at 2
3 East in sight steering all
4 Intending to touch at Parana
5 Her land letters home, ships
6 In sight lying at anchor
7 The haven at 6 P.M. at the
8 And ships in sight over the
9 Any geanery of fishing near
10 Seamen in sight, their vessels
11 Called by the Braziliards
12

7° N. 4° S.
6° W. 3° S.
5° W. 2° S.
4° W. 1° S.
3° W. 0° S.
2° E. 1° W.
1° E.
1° S.
2° W.
3° S.
Wednesday Dec. 24th

1. Begins fresh trade winds
2. Equally steered, boat came up
3. From there at 1 P.M. brought
4. Close behind, brought the
5. Most of the cold of ship
6. Vanda of New Bedford struck
7. On a frozen rock of land
8. St. Roger all hands fired.
9. Middle young part and
10. Last, and to finish:
11. Several ships in sight during
12. To the found here, this is the
13. Third day I have been off duty

Gott. 70

Thursday 25th

1. All three twenty yer hore
2. Fresh trade wind, steering
3. North with some rain
4. People in sight during for
5. Rover coast, my self off at
6. Again to day, took with

Est. 5 W

7. Afternoon much confused
8. Drifting out fresh water,
9. S. W. by W. 7° 55'
10. Long by C. 6° 35' 56'

Friday 26th

1. All three twenty fow yer hore
2. Fresh trade wind & pleasant
3. Weather ship, winds all bar
4. S. W.
5. Lead and free ships
6. In sight, steering to me
7. As ourselves, rendezvous
8. I not with am pressing ship
9. Close with, peruse

Est. 5 W
Saturday Dec 17th 36

All the twenty four hands

1. Discovers some faults, & corrects
2. Searched with keenness, great
3. Part, shops in right steerage
4. Some course as wished
5. Each employed at various jobs
6. About deck, myself off
7. Duty again today, returned
8. Thought I had better keep
9. Still, steerage engaged a
10. Member by the name John
11. Forward to do my work
12. At 79 per month, in Effect

Signed by Mr. St. 16:25

Confidential by Lieut. 34:46

Sunday 28

Begins with fresh trades winds

1. And pleasant weather. Ink
2. Laid in right steerage about
3. The same course as wished
4. Help lay with main yard to
5. The mast from 16 m until
6. From the lathed away deck
7. Letter, fast, right weather
8. As usual

Signed by Mr. St. 16:35

Confidential by Lieut. 34:14
Monday December 28th 1831

Three twenty four hours

Fresh trade and pleasant

weather, advanced to this

day feel better than I have

for some time. Latter part

all hands employed doing

such & other jobs about the

rigging, this and the day


Tuesday 29th

1st Part Fresh Breezes

2nd Part Cloudy and pleasant

at 2 P.M. raised sperm

whales, lowered the boats

in bringing the bow boat

to the man at 3 A.M. after

Started yell let it go by

they even disabled hand

the man at 4 A.M. after

that she could not take

larding, boats to starboard

boots lowered and took

sperm & sperm whale

one cut, whales yelled &

giving to its broad side quick

came in board with some

cling on larding, took after

coming in board, the third deck

the Reid met with a serious ac

cident, taking his broad lance

from the bow in which he deted

it was discharged and the lance

entered his arm, went reeling

a butt on the haze, came down

in the larding boat and
Wednesday Jan. 1

N6W 5w E x 5

4 fresh breezes all day & twenty-four hours, ship in the wind & working to windward in hope to fall in with the 10 whale again. Ship in last position at 3 a.m. put her about 1 in starboard tack in this tack remainder of the day.

Thursday Jan. 1st

SSW 4w W

1 Begins with fresh winds & steady
2 weather ship under topsails
3 ship in starboard tack
4 sail in line, we turn to the north & are made west wind.
5 light huffing winds with light
6 weather ship under topsails
7 alter 2nd fresh bear

SSW W

4 from the 2 set of sail
5 sail & the other sail
6 lower 2nd fresh bear
7 lower sails in light belling to the northern wind
8 in the morning increased

N W N W 5.

Wind No breeze to there, exploded injury the boat as much as have no three boats stove & not any whales. Mr Reid off duty.

In ends
Wednesday Jan 21st 1857

S

W SW 1. Begins with strong breeze
2. At 1 P.M. rounded the cap
4. Light east 20 kts
5. At 5 P.M. took in main top
S

S E

1. gelant and back land in sight
2. Found the ship about on
3. Sunward tack
S

S W

1. Middle part fresh breeze at
2. At 12 P.M. change of wind to N
4. Tackled ship heading by the
6. Wind, at 10 A.M. first shift
S

S W

1. In opposite tack
2. Start set the light tack

Friday Jan 23rd 1857

S & E

4. N N E
1. Begins with fresh breeze
2. Pleasant weather ship at anchor
4. Set light tack. Middle part
6. Light wind; hold the ship.
S

S S E

1. Carratage of B3 clean, glossy
10. With her mainsail 10 P.M. wind
12. Ships lying with main yard
S

S S E

1. Back, braced full the sails
2. Stand along on port
3. Tack until 12 P.M. then went
4. Stand on the other tack.
5. Letter part light airs freshen
6. Several ships in light holds S SW
5. Each employed baking and between decks
S

S S E

12.24. hours.
Sunday Jan. 4th 1857

All the twenty-four hour weather, fresh breezes and pleasant.
Wednesday Jan 7th 1837

1. Begins with fresh breeze.
2. Pleasant weather, ship with
   all light sail set except'd
   by the wind, one haly in
   light
3. Sailing to the West 30° E.
4. Middle part, light and ship
   by the wind, fine freesoap
   rain
5. Lyrale
6. Latter part, light airs
7. Fine weather, watch employed
8. Braking into Bread & Espartage
9. A great many Junipera & small
   10. Spica of whale. To Ends.

7th 12

Laid by Oct 28° 8
Long by Chron 37° 53"W

Thursday 8

1. Begins with fresh breeze
2. Pleasant weather, wind free
3. Middle & latter part much
4. The same
5. Jettison of
6. Standing sail & Main Top
7. Gallant sail on the ship.
8. Mr Reid still. Of duty with
   his rounded arm, press
   employed at various jobs.

Laid by Oct 30° 15'18
Long by Chron 34° 39'W

Friday 9

1. All these twenty-four hours
2. Strong breeze, cloudy weather
3. Ship running with a free wind
4. All useful sail set, each employed
5. At Chief's duty. Laid by Oct 31° in 8

Laid by Oct 30° 31'W
Saturday Jan. 10, 1851
All these twenty-four hours

2 Strong breeze, land for 12
8 under the same wind until 8
3 A.M. handed the main top

8 Mast lashing down 2½. Mr. Reid
12 Still off duty with his anchors

4 1 A.M. each employed at ships

duty

4 1st Lat. by Oct. 31° 43' 5"
Long. by Oct. 87° 03' N

12

Sunday Jan. 11, 1851
All these twenty-four hours

4 Strong breeze. pleasant weather.
8 A.M. took in standing 2½

Sailors and gaff topsail

4

56° 23' 12"

Monday 12

All these twenty-four

hours. Strong breeze. pleasant weather

With employed at various

fife chant deck. No.

18

30° 46' 12"

Lat by Oct. 32° 33' S
Long by Oct. 23° 40' W

Long by Oct. 19° 52' W
Tuesday Jan 13th 1867

All these twenty four hours, strong breezes and pleasant weather. Ship at 9 standing 220. Hauling on her course, each employed at various jobs about deck.

Wednesday 14th

Begins with great breezes cludy weather, cloudy gum, anchored about 10 am. wind light at 8 pm. took in the standing sails and baffings at 11 pm. out standing sails, 2 pm. cludy weather, cloudy wind, some rain. Latter part baffing, wind cloudy, weather thick on the standing sails, watch employed at 2 but did myself off duty at 5.

Thursday 15th

All these twenty four hours. fresh baffing and cloudy weather with some rain. unable to keep the course. unable to keep a strict account of things on deck on account of sickness. Off duty third mate. Postmaster myself.
Friday Jan 16th 1837

24 hours at sea as I can recollect fresh Southerly wind, rainy weather, ship not heading her course, not able to note the particulars being off duty sick, improved little I think since yesterday.

My disease is a disorder of the bowels, troubled with fever pain in the region.

12

Saturday Jan 17th

12h N.W.

Begins with fresh breezes cloudy weather, ship under

By sail and Jib sheeting full in the wind, at 12. in part

Middle wind in weather much

The same, latter part

Gone off duty again

Stay Louis Boattier on duty.

12

Sunday 18th

12h W.S.W.

Begins with fresh breezes cloudy weather with heavy showers.

By in larboard tack

Middle part strong breeze hard at

The larboard tack.

12h S.& E

Latter part wind most moderate weather pleasant to day

Stay in duty feel a great deal better to day than I have for some time.

12h S.W.

Last by C.E. 37° 30' 8" long by Chron S.W.
Monday Jan 19th 18--

1. Begins with fresh breezes
2. Ship close-hauled heading
3. by the wind
4. Middle part
5. fresh wind, square yards
6. steering her course.
7. 12:27 a.m. part wind strong
8. and baffling during squall
9. weather thick, foggy morning.
10. On Observations

Tuesday Jan 20th

1. Begins with fresh gales, thick
2. foggy weather, ship close
3. hauled by the wind.
4. 7 a.m. took in sail for the
5. night.
6. doubled reefs the
7. topsails furled topmast & main
8. Laid, Middle part light wind
9. weather same.
10. Latter part wind & weather
11. About the same, Made sail
12. on the ship, heading by the
13. wind

Wednesday Jan 21st

1. Begins with light wind
2. thick weather, at 2 p.m. changes
3. of wind; ship with square yards
4. weather same; Middle part
5. 12 fresh wind, weather, same.
6. Latter part wind & weather
7. the same.
8. Set the mizzen
9. & yards, 7 a.m.
10. No Obvs.

At 9 a.m. chased for back shot
11. with Back Lance, picked up
12. 6:30 a.m., a boat alongside.
13. 7 a.m.
Thursday Jan 22'd 18

1. Begins with fair wind, thick foggy weather a most of the time, Middle part 8ame excepting some wind.
2. Latter part wind strong.
3. Increasing, hauled the fore top gallant sail.
4. Sailed, weather calm.
5. For day I had an attack of the Fever Ague, the first for 4 or 5 months.
6. Stopped on account of the return.

Friday Jan 23

1. Begins with strong wind, thick foggy hazy, rather wisp.
2. Under top gallant sail, wind.
3. Then took them in.
4. Middle part light gale.
5. From the northward at 11 A.M. double reefed the topsail.
6. At 1 A.M. stern sail furled, main sail set 4 hatch under the deck.
7. Until 7 A.M. Latter part under a hell main lead.
8. Main sail set.
9. At 12 A.M. felt lull, like a calm. 10
10. I am off to day.

Sgt. J. A. Brown 22'd
Saturday Jan 24th

1. Begins with fresh breezes and clear weather. Main 4' top gallant sail set up topsail, middle top and fore topsail. Studding sail set
2. Middle part strong breezes
3. Set all light sails
4. Latter part light gale
5. Handed the fore top gallant 2' sails, studding sails & topsail, weather clear.
6. Told the day & am off
7. Again, Mr Reed still off
8. Blunt ship arm so getting riding nicely. [Set by Oct. 39° 32' 3"
Long by chron. 9° 37' 8"

Sunday Jan 25th

1. Begins strong breeze, cloudy.
2. Weather at 40' no wind harboring.
3. Middle part light airs and calm.
4. Set all light sails
5. Latter part gentle breeze
6. And clear pleasant weather.
7. 8' top main sail set to
8. 10' shortened all main sail. [Set by Oct. 39° 07' 5"
Long by chron. 12° 33' 8"
Monday Jan. 26th 1837

1. Begins with light breezes.
2. But full pleasant weather.
3. Middle part, light airs.
5. To-day I opened a can of my preserves, pears, and found them in a nice state of preservation.

Sat. Dec. 39° 15' 50.05
Long by chron. 14° 50'.

Tuesday Jan. 27th 1837

1. Begins with a dead calm.
2. Middle and latter part.
3. Calm excepting now and then.
4. Light stuff of air, weather warm and bit full.
5. Employed making rope.
6. Mr. Reid still off duty.
7. His arm is getting along nicely however.

Wednesday 28

1. First twelve hours light airs.
2. Calms. Middle part.
3. Same as till 6 a.m. warm.
5. Wind from westward. Ship 12 with all light sails set.
7. Other various jobs.
8. Decib. 12. 40° 25'.
9. Log by chron. 12° 36'.

N. 25° 5' E.

E. 25° 5' S. E.
Thursday, Jan. 30, 1857

1. Began with light wind.
2. Pleasant weather at 10 a.m.
3. Ice on the horizon.
4. Wind freshening; Middle part
5. Strong breeze; cloudy weather
6. Wind fell 11 p.m. then steady.
7. Wind increasing till in light
8. Gale; at 3 a.m. light gale.
9. Doubled reef the topsail.
10. Cleared the main sail.
11. Latter part Calm and Dull.
12. Weather at the main sail
13. Topped sails; at 11 a.m. Saw light
14. Whales entered the boat very
15. Rough sea; unsuccessful, but
16. Came along and at 12 midday
17. Fresh gale, doubled reef the
18. Topsails; in Calm.

Friday, 31st

1. Began with fresh gale; cloudy
2. Weather, ship under double reef
3. Topped sails main sail 9 for the most
4. Stopped sail; middle part wind came
5. Weather squally. Latter part
6. Much the same, at the 9th
7. Cast by Old 90° 9/5
8. 8 by 9 a.m. 32° 31°

Saturday, 31st

1. All three twenty-four hours.
2. Fresh gales, generally weather
3. Ship under double reef topsail
4. Conced, until 6 a.m. when we
5. Set single reef topsail at 11 a.m.
6. Doubled reef before gale
7. Managed her well, searching round on
8. The quarter, ended
Sunday Feb 11, 1837

Begin with fresh gales &
2. Gently weather ship under
4. Double topped topsails
6. Main sail set
8. Close reefed the fore topsail
10. Wear off main, sail'd &
11. Middle part came winded
12. 9 P.M. then wind moderated
1. At 12 P.M. wind fresh, &
2. 2nd cast, set single reefed
3. Topsails, main sail'd &
4. Latter part strong wind
6. 6th whole topsails in top
8. gallant sail on the light
10. Sails & weather pleasant
11. Lat 41° 14' 8"
W 31° 8' E

Long 10. 30°. 30"

Monday 2d

W 31° 8' E

1. Begin with strong wind &
2. Gently weather ship under
4. Heavy press of canvas
6. Gallant sail'd, set main
8. Wind top sail, middle part
10. Come about till 9 P.M. then
12. wind moderated a little
1. The weather clear & pleasant,
2. Latter part fresh, more
4. Fine weather, wind southerly
6. Braking out Bread &

Lat 41° 40' 8"
W 31° 39' 30" E

Long 10. 39° 30"
Tuesday, Feb 3rd 1837

Begin with fresh wind, pleasant weather.
Middle part light airs.
Latter part wind fresh with cloudy weather, each employed at various jobs.

No Observation

Wednesday 4th

Begin with light airs.
Calm weather, foggy, at 4 p.m.
Light wind from northward.
Middle part light airs.
Latter part fresh breeze.
Happy weather, each employed at various jobs, to end.

L. Ch. 43° 53' 9"

Thursday 5th

All these twenty four hours.
Fresh breezes & happy weather.
Windy weather, cold west wind, who cares! as rare luck.

Enough to catch a purpose.
Which give all hands some fresh meat, each employed at various jobs, to end.

L. Ch. 44° 44' 8"

| Wind | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' | N. 34° 58' | W. 34° 54' |
[Handwritten text not legible]
Sunday Feb 8th 1837
1 Begins with light brawling.
2 Res and calm weather, hazy.
3 Islands still in sight.
4 Middle part, fresh breezes.
5 Foggy weather, wind east.
6 Sails & lay with the main top.
7 Felt to the main, walked 6 AM
8 Then braced the yards, heading
9 by the wind. Latter part raised
10 whale, lowered the boat & struck
11 the right whale, killed down in
12 a few moments, all the boats
13 were sent along side the
14 ship, made 28' in employed
15 working 2 ships to the whale
16 In order.

Monday Feb
1 Begins with fresh breezes pleasant
2 weather, working 2 ships to the whale
3 at 29 PM took the whale to the
4 ship, closed down the top sail.
5 Furled the main sail for cutting
6 got dinner at 3 PM commenced
7 cutting the whale, weather foggy.
8 Middle part at 89 PM finished
9 cutting the whale 28 the whale.
10 after getting dinner, ships under
11 short sail, after which employed
12 clearing decks, latter part
13 much the same, employed
14 cutting out the whale.
Tuesday Feb 10th 1831

1. Begin with fresh and foggy.
2. Ship under short sail all hands employed boiling oil from the whole.
3. Middle part light gale, weather same, ship under close reefed main topsail, fore topsail stay sail.
4. Latter part light wind, wind off stern, set main topsail, still boiling the whole, 20 cwt.

Wednesday 11th

1. Begins with fresh breezes, rainy weather thick fog.
2. Close reefed the main topsail.
3. Middle part light airs, mainsails in.
4. Latter part fresh breeze.
5. Foggy weather; all hands.
6. Twenty four hour employed boiling the whole, 20 cwt.

Thursday 12th

1. Begins with fresh breezes, foggy.
2. Weather ship under double reefed topsails, at 4 pm full and fore topsail; middle part.
3. Wind and weather the same.
4. Latter part fresh breeze.
5. Foggy, hands employed boiling oil.
6. All hands employed 4 am when we finished boiling the whole. All hands on deck.
7. Clearing the whole until 11 am.
8. The ship went to better quarters.
Friday Sept. 13th 1857

1. Begin with fresh breeze
2. Thick foggy weather most of the
   time; at 6 P.M. shortened sail
3. Ship under close reefed main
4. Top sail and fore top mast stay
5. Sailed main Spencer.
6. Middle part fresh wind
7. Thick fog, ship under easy
   sail at 2 P.M. backed the
   main top sail, Latter part
8. Wind light bailed forward
9. The main yard set whole
10. Top sail, all hands employed
11. Stowing down the oil; weather
clear front of the time.

Saturday 14th

1. Begin with light and thick
   weather, ship under while
   top sail coming, at 4 P.M. finished
2. Stowing down the oil. 50 hogs.
3. Middle part calm and foggy.
4. Latter part light bailing and
   pleasant weather; at 11 A.M.
5. Right whales located. The boats did
6. Not see them again. 10 P.M.
7. In shore, boats pulling for ship
Sunday Feb 15th 1857

1. Began with light airs.
2. Clear weather, boats down.
3. At 4 P.M. came along.
4. Side, cat dinner on three boats.
5. Started to pull in shore, ship within six miles of the beach.
6. When the boats were about two miles from the ship, the signal from the ship that 10 paces were in sight being.
7. 4:00 p.m. turned about full
8. For the ship and in a few moments saw the whale.
9. Give chase in about twenty minutes the whale chased himself under Mr. Barba.
10. Boat, fastened to him, and
11. In a few moments turned him off, and at 3:00 a.m. took him along side the ship.
12. Commenced cutting at 5:00 a.m.
13. Finished, 8 a.m. and went to the watch. Middle part fresh.
14. Began pleasant chip under easy sail past the time being.
15. Watch. Latter part much the same, at 11 a.m. the mile.
16. A.m. in shore, ship lying by
17. Within a few miles of the ship.
Monday 2rd Feb. 1837

1 First part strong wind & pleasant weather, ship lying by, the master & boat crew on shore;
2 at 3 P.M. returned with a good mess of rock cod fish, a large number of sea food, showing a light gale; took in light sails. We double reefed the topsails, fore the main sail, Middle part light gale & equally, took in jib & spanker. At 8 A.M. suffered the fore topsail, experienced a few shal l sqall, latter part wind & weather the same.
3 At 8 A.M. commenced loading the whale. & ends.

Tuesday 17th

1 Commencing with light gale & equally weather, at 1 P.M. close reefed the main topsail.
2 Middle part wind & weather the same. Latter same.
3 At 7 A.M. set double reefed topsails, jib, spanker; employed in killing the whale.

Wednesday 18th

1 Begins with light gale pleasant weather, at 7 P.M. finished killing & cleared the deck, Middle part. Strong gale, close reefed main top sail.
2 Sail furled for topsail & fore sail wind increasing, latter part wind same as ends.
Thursday 19th 1854

1. Begins with moderate gale from NW.
2. Saw at 9 am moderated hour to a fresh breeze got double reefed
3. Topsails for sail, main sail
4. For light sails, weather clear
5. Middle part light
6. Breezes went till 12 pm, then strong wind, handed the light sails
7. Latter part commences same
8. At 8 am Capt. concluded we had passed the Resolution Island
9. Under whole topsails main
10. Weighed anchors, ignored the
11. Gards, steering course for the
12. Where named Island, work performed cleaning hone, went

Friday 20th

1. First twelve hours fresh gales
2. Around weather at 5 am double
3. Refeeded the topsails
4. Latter twelve moderate. Set
5. While topsails, main, topgallant
6. Sail, weather generally g. pleasant
7. At intervals, sea very roughed
8. Steering west course, back
9. Sailed at various rates 2 knots
10. Latitude of Oct 46° 39.5
11. Longitude by lunar 37° 17.6
Saturday 21st Feb 1857

Wind E came N. All that twenty four hours.

Fresh gale & equally weather.

With some rain, at 7 a.m.

Handed the main top gallant

Sail Doubble reeferd for 6th

Rain, sea very rugged.

Left by 12 41° 24' 30"

Long by Chron 63° 30' 13"

Sunday 22nd

Begins with fresh gales from

Nor equally weather with dingy

Rain, Ship under whole North

Until 6 Pm then closed

Reefer the main. Sea very

Rugged, Middle part wind

Norther the same. Latter part

Get a whole topsails main topsail

Sail. Weather equally wind

Moderating to 6 12 22

Left by 08° 12°

Long by Chron 68° 13' E

Monday 23rd

Begins with strong wind & equally

Weather, and increasing at 3 Pm.

Doubling reefered the topsails. Very

Fresh gale; at 7 30 Pm. Cleared reefered

The topsails wind more moderate.

Middle part light gale fairly

Weather, until 3 Pm strong gale

This part this day by wind from

The west followed by 7 30 in field

Away gale, steering course, latter part gale

In the last hour The wind in the wind galley
Tuesday Oct 24 1857

1. Comments with strong gale
2. Ship lying to under close
3. reefed main topsail, main 3/4
4. hence a fore trim mast head sail
5. Middle part wind increasing
6. about 5 AM set single reefed
topsail on course, heading on
7. her course. Gutter part
light wind clear pleasant
8. weather, at 11 AM saw Right
9. whale lowered the boats; in half
10. hours got up the chase came
11. along side.

Latitude by Oct 57° 52.4'
Longitude by Oct 69° 45.6'

Wednesday 25th

1. First part fair breezes & hazy
2. weather with causing wind
3. while topsail main topsail
4. sail on other light sails set
5. At 2 P.M. saw Right whale leaved
6. the boats unsuccefull. The
7. whale seem to be taking the
8. leave of this ground.
9. Middle part between
10. doubled reefed the topsails
11. took in all light sail and
12. lay with the fore topsail alone
13. heading now starboard tack
14. until 5 AM then broad full
15. set the course, heading by
16. the wind. Latter part wind
17. increasing, lowered the sails
18. bearing before the wind. 9 AM
19. leaved to leeward, leaved the
20. wind, lay to.
Thursday Feb 26th 1837

1. Begin with a fresh gale by the wind in the fore sail.
2. Summer double reefed topsails by the wind, squally weather.
3. Foggly rainy, at 6 PM, the wind.
4. Fall for the night wind in the fore sail.
5. Middle part fresh gale, foggly rainy, weather, at 12.30 AM, tack in the fore sail.
7. Thick fog at 11 AM then.
8. Clear weather set the fore sail.
9. Thank for this, it is probably.
10. Topsails, wheels in sight and to windward did not hear the boats.
11. Heading by the wind.

Friday 27th

1. Begins with light gale.
2. Pleasant weather, ships under.
3. Double reefed topsails, squally weather.
5. Whales, did not hear the last three ships in sight.
6. Middle part wind moderate.
7. Most of the time lying with the fore topsail abaft.
10. Boats but the whales are so wild cannot get fast; bit.
11. Chasing, to wind.
12.
Saturday Nov. 28th

1. Begins with strong winds.
2. Clear, pleasant weather, but
   3. shown changing; at 1 P.M. came
   4. along side having gone off
   5. the chase, with the Bark
   6. Carrier. N.B. 11 Whales on
   7. their ground; been twenty
   8. fath from home; 4,300 t. b. i.
   9. a large quantity of Sulfur
   10. Bottom whale in sight
   11. at 5 P.M. 2pks. S. by E. with
   12. 6 months out from home

250 bbl., Middle part strong

1. wind, then heavy, with rain
4. 2 a.m. failed not to see all a close
5. scene of main; at 6 a.m. No
6. fresh wind made well;
7. Latter part fresh wind close
8. weather, under whole top sail.
9. Covers a main top gallon,
10. sail; any quantity of S. Fluid
11. Bottom whale in sight at 2

Ship's hands.

Sunday 5th March 1st 1857

1. Begins with light air, dischased
2. weather, ship with its all
3. sail set, crossing, at 8 P.M.
4. Shot the Bark Cherokee Smith
5. seventeen months out 250 bbl.

1. 7 P.M. dead calm. Right
2. 2 whales, bottom the boat chased
3. and now did not 3 ft. middle
4. part calm, latter light wind
5. Ship under sail, at 10 a.m. 20
6. Right 1 whale just one; at 12 m.
7. Both been along mile 2 ends
Monday March 2nd 1847

Begins with Strong wind, high

\* with hatches closed down:

\* all hands employed cutting

\* in the whale at 12 P.M

\* finished cutting the whale

\* in fresh gale. Latter part light

\* wind ship under short sail;

\* all hands employed boiling the

\* whale’s clearing decks, round

\* All the twenty four hour light

\* wind a pleasant weather, first

\* and latter part ship with courses

\* and main top gallant sail set

\* Middle part rounds about sail

\* and employed boiling the whale,

\* 12 P.M.

Wednesday 4th

Begins with light and pleasant

\* wind, 225. several

\* right whales & chased several

\* houses; waste, boat got past to

\* one, the line drew out and re

\* leant trim, ship under all sail

\* by the wind; Middle part wind

\* 1 and weather came, ship under

\* 2 short sail; Latter part strong

\* wind, foggy weather, Right

\* whale in sight lowered the

\* 8 boats could not keep run of

\* the whale on account of for

\* all employed boiling the whale, ship

\* under whale topsails,
Thursday March 3rd
1. Begin with strong wind & foggy weather at 4:30 am shortened sail for the night. Middle part of strong wind more finished boiling the whale.

Friday 4th
1. Begin with fresh wind & clear weather. Ship under course at 8:30 am. Finished freeing the whale.

Saturday 5th

2. Latter part wind & weather the same ships under while topsails at 11 am. Laid the boats for right whale. At 12 pm.

Sunday March 8th 1857

1. Begins with light wind.
2. Cloudy weather, ship under full sail, boats off chasing whales; at 1 P.M. Waist Boat set.
3. Continued to chase; in short time killed 1 whale; at 3 P.M. took him along side; cleared clean. Then top sails furled, the topsails set. Dinner was then commenced.
4. Cutting the whale; at 9 P.M. finished cutting each piece of the remainder of the day employed boiling the whale.

Monday 9th.

1. Begins with light wind.
2. Cloudy, heavy weather, sun under double covered the boats for whales.
3. Last boat I struck one but did not get him.
4. Middle part fresh wind, heavy weather; ship under short sail, latter part light gale.
5. Cloudy weather; employed boiling & preserving bone, bone, bone, bone.

Tuesday 10th.

1. Begins with strong wind, heavy weather, ship under double.
2. Reeled top, boats, Middle boat.
3. Light wind, pleasant weather; at 6 A.M. made sail on the sky.
4. Latter part light air, at 12 M. finished boiling, 20 ends.
Wednesday March 11th 1774

1 Begin with fresh breeze.
2 Hazy weather, ship under sail.
3 Fall gale, close hauled.
4 On the wind at 5 P.M. took 10 in lead for the night.
5 Middle part strong wind.
6 Latter part light gale all.
7 Hands employed steering the vessel to end.

Thursday 12th

1 Begins with a moderate gale.
2 Cloudy hazy weather, ship.
3 Under close reef'd main.
4 Top sail fore & aft, full.
5 Hands employed steering.
6 Wind at 3 P.M. finished steering.
7 Course: Middle part fresh gale.
8 Pleasant weather begins to end.
9 Hands employed steering.
10 Course: To end.

Friday 13th

1 Begins with fresh gale, hazy.
2 Weather ship, under close.
3 Reefed top sail by the wind.
4 Middle part strong gale.
5 Cloudy weather, ship.
6 To under close reef'd main.
7 Refixed, fire & maint., anchors.
8 Latter part moderate gale.
9 Another to the fore sail, wind.
10 Right under on right.
Saturday March 14th, 1857
1. Begins with fresh gale from NW.
2. Ship under short main sail.
3. Middle part, the same.
4. Latter part, fresh wind.
5. Foggy rainy weather, under short main sail.
6. Close hauled on the wind, with employed breaking out provisions.

Sunday 15th, 1857
1. Begins with light gale, pleasant weather.
2. Ship under short main sail.
3. Middle part, moderate gale.
4. Cloudy weather.
5. Latter part, fresh gale.
6. Cloudy weather.

Monday 16th
1. Begins with moderate gale, shing.
2. Weather pleasant.
4. Cloudy weather.
5. Middle part, fresh gale.
6. Cloudy weather.
7. Latter part, moderate gale.
8. Close hauled for trifling.
10. Rode, for 24 hours. Three times.
11. Slow wind; day spent on deck.
12. Peaches put up in syrup; found them in good preservation.
Monday, March 14th 1859

1. Begins with strong gale and head wind.
2. The fore sail, fore top sail set in.
3. The fore shrouds:
4. Middle part fresh gale.
5. Dyed yellow, took in fore shrouds.
7. Same.
8. Latitude by Oct. 47° 17'
9. Long. 35° 5° by the.

Wednesday 15th

1. Begins with moderate gale.
2. Windy and cloudy weather, ship under close reefed main.
3. Latter part, sky sail.
4. Middle part, gale moderate.
5. Former thick foggy weather.
7. Rainy weather.
8. Latitude by Oct. 47° 17'
9. Long. 35° 5° by the.

Thursday 16th

1. Begins with strong gale, cloudy.
2. Hazy weather, ship under fore sail.
3. Middle part, moderate.
4. Gale foggy rainy weather.
5. Latter part, gale, gale.
7. Weather wet and cloudy.
8. We come to.
9. Ends.
10. Latitude by Oct.
11. Longitude by Oct.
Friday March 26th 1857

1. Begin with light breeze.
2. Pleasant weather, ships under.
3. Whole topsails and light sails.
4. Evening by the wind.
5. Middle part, light wind.
6. Slightly rainy weather.
7. Ships under that did lag.
8. Latter part, fresh wind.
10. Ships under double reefed.
11. Topsails & courses, saw right whales, lowered the
   main, but without success.
12. Wind.

Saturday 27th

1. Begin with fresh wind & pleasant.
2. Weather, chased right whale.
3. Did not succeed in fastening to any. Middle part, strong.
4. Slightly pleasant weather, by
5. 12 P.M. wind increased to a gale.
6. Ship under strong sail
7. Latter fresh gale, pleasant.
8. Weather, ship under strong gale.
9. Wind.

Sunday 28th

1. Begin with fresh gale & generally.
2. Weather, ship under strong.
3. Middle part, fresh gale & close
5. Gale, cloudy, at 10 A.M. set canvas.
6. Replaced topsails & foresail, weather.
7. Casually, right whale in sight.
8. Wind.
9. Squally, right whale in sight.
Monday March 23rd 1857

1. Begin with fresh gale from
   northward, ship under wind
   north, headed topsails, bearing by the
   wind until 3 P.M.

2. Set the main sail alone
3. a course for St. Paul, north
4. equally, but adrift to the
   north along ground of resolution

Middle hest fresh wind from
west and cloudy weather

5. under double reefed topsails
6. a course, Latter part strong

WIND

Northerly

Wednesday 24th

1. Began with strong land
2. Cloudy weather, ship under
   full sail, untill 4 P.M. then
   handed the sheet sail
3. Midle part fresh breeze
4. Cloudy weather, at 10 a.m.
5. Strong wind generally weather
6. Single reefed the topsails.

Latter part fresh breeze
4. At 6 A.M. Ditto main tops
5. Gulf of land, high waves
6. full sail, heading by
   the wind, land

Latitude by C.E. 42° 18' S
Longitude by C.E. 14° 59' 39"
Wednesday, March 25

WIND N. 7/10 N. W.

1. Begin with strong and cloudy weather. Ship under full sail, heading by the wind.
2. Middle part much the same. Latter part weather clear, ship under full sail, heading by the wind.
3. Employed setting fish lines for catches fish & taking care of them.

Latitude by Oct. 4° 15' N.
Longitude by Oct. 79° 38' E.

Thursday, 26

WIND N. W.

1. Began with strong wind.
2. Pleasant weather. Ship under full sail, heading by the wind.
3. At 2 P.M., hauled main top.
4. Gallant sail & fly jib set, put the ship on the starboard tack; wind increasing, weather cloudy, at 7 P.M. blowing fresh.
5. Gale carried away the starboard fore top-sail sheet; doubled up the top-sails; hauled main.
6. Fresh gale, equally weather. Ship under double reefed top-sails.
7. Courses, heading by the wind, at 4 A.M. Strong gale increasing.
8. Took in fore top-sail, clew reefed main.
9. Hauled, main sail & shrouds, hoisted the ship to on starboard tack.
10. Latter part heavy gale, equally weather. Steered the fore sail.

Latitude by Oct. 39° 30' N.
Friday, March 27th 1857

1. Begins with strong gale, squally, rainy weather, ships lying to under close reefed main topsail
2. at 5 3/4 merchant ships on right
3. steered to the eastward, at 6 a.m.
4. ship hauled. Middle part strong wind, pleasant
5. weather, ships lying to, until 12 10 a.m. when squared the yards
6. altered our course, close
7. reefed main topsail & fore sail
8. at 5 a.m. made sail on the
9. ship, setting all sail.
10. Latter part strong wind
11. pleasant weather ships made
12. full sail, leeward.

Saturday 28th

1. Begin with strong breeze.
2. pleasant weather, at 2 30 a.m.
3. sighted St. Paul's Island
4. evening about N.W., intend to
5. work the ships right to the island
6. ship on carboard tack, close headed
7. Middle part light wind
8. equally weather, ship steady
9. double reefed topsails & course
10. for a shoal, at 10 30 a.m.
11. wind increasing but in
12. ship, at 2 a.m. took the
13. sail, wind nearly to
14. the weather, ships on
15. the main, ship steady
16. for a shoal 12 45 a.m.
17. ship on the main, 10 45 a.m.
Sunday, March 30th

1. Began with strong gale of south.
2. setzen, ship lying to wind.
3. ranger till 9 P.M.
4. Then wind moderated to fresh.
5. water, set close reefed for
6. topsail and course, heading by
7. wind on starboard tack.
8. To small island about 12 miles.
9. Distinct bearing SW. Middle not
10. light, ice and cloudy weather.
11. At 12 P.M. set while abead.
12. Ship on starboard tack until
13. 4 A.M. then sail ship starboard.
14. lacks abead, heading in
15. shore, at 7 A.M. close to
16. caught point fishing, returned
17. at 12 noon with a good quantity
18. of fish, got shovel and went
19. on again. To
20. This island has a harbor
21. on the S8 part there the boats
22. caught the fish.

Listed Oct. 38° 25' S.

Monday, 31st

1. Began with fresh wind.
2. Pleasant weather.
3. Boat in
4. shore, fishing north abead.
5. boats came along side at 6 P.M.
6. Middle short wind and weather.
7. Caught cleaning fish,
8. Late, hard strong wind.
9. Generally running weather at 8 A.M.
10. Went in fishing, getting
11. under double reefs, ked up.
12. Leaving off 8 on the Island.
Tuesday, March 31st 1857

8 A.M.
1. Began with fresh wind readily.
   Weather. Boats in shore fishing.
2. Until 2 P.M. then came
   along side commenced cleaning
   fish. One boat stowed in.
3. Shore until 4 P.M. then
   came along side then
4. Lined up the yards first day
   Steering course with Fair.
   wind. Middle part ship
   under full sail, weather
1. Cloudy rainy, until 7 A.M.
2. Then clear. Latter part
3. But full pleasant weather.
4. Employed taking care fish
   of which we have some.
5. 60 lbs of Codfish & 100 lbs Craw
   fish. 8 pm. ale to lobsters.
6. Fish with muddling sail.
   9 P.M.

Wednesday, April 1st 1857

8 A.M.
1. Began with fresh breeze.
   Pleasant weather. Middle part
   fresh wind & equally.
2. Latter part the same.
3. Under full sail all day.
4. So very rugged on the ship.
5. Later led
   S. Ender
**Sunday April 5 1837**

- Wind: NW, strength: 85
- 1st: Begins with strong wind, equally
- 2nd: weather with drizzling rain
- 3rd: middle part, some wind til 11 A.M., then wind hauled

- Then, gradually with rain, hauled till 12
- Latter part, strong wind
- 1st: cloudy weather, set the mast
- 2nd: sails again
- 3rd: Sailed by Old 37°, 50' 5"
- Longitude by Old 98°, 36' 2"

**Monday April 6**

- Wind: SW, strength: 85
- 1st: Begins with strong wind, pleasant
- 2nd: weather, wind, under full sail
- 3rd: middle part, light, drizzling
- 4th: wind, cloudy weather, hauled
- 5th: the wind, hauled sails
- 6th: Latter part, light breeze
- 7th: cloudy weather, close
- 8th: hauled on the wind, started
- 9th: tacks aboard, heading W 85°

**Tuesday 7**

- Wind: SW, strength: 85
- 1st: Begins with light wind, cloudy
- 2nd: weather, close hauled
- 3rd: on the wind, heading N 65°
- 4th: middle part, strong, drizzling wind
- 5th: cloudy weather, heading from the
- 6th: NW 25° E.
- 7th: Sailed for much
- 8th: the same, all hand and
- 9th: closed washing line, 2nd

- Longitude by Old 55°, 08' 52"
Wednesday April 8th 1837

SST 3. N. 1

begins with strong breeze
4 pleasant weather, under full
5 sail, close hauled by the
6 wind, heading N.W.
7 middle W. Letter fort strong
8 kind Activity weather,
9 hauled light heads to wind
4 top-gallant sail set at 7 A.M.
5 doubled reefed the foresail
6 sail lowering light gale, wind
7 ship close hauled not able
8 to head her course.

Thursday 9th

SST 3. N. 1

begins with fresh gale
4 equally weather, ship under
5 whole main & double reefed
6 before top-sail & course close
7 hauled by the wind, at 7 P.M.
8 double reefed the main-ship
9 Middle part wind 
10 forecastle, Letter part considerably
11 rain, to end

lost by chart, 31° 26.5
Long by Chron 107° 13.6

Friday 10th

SST 3. W. 1

begins with light gale southerly
2 with rain at 4 P.M. Set single
3 reefed main, top sail.
4 Middle part wind moderating
5 at 9 P.M. Set all sail with light
6 weather, pleasant, Letter
7 light airs. Lost by chart, 30° 12.6
8 Long by Chron 107° 12.6
Saturday April 11th 1837

Wind N.E. Conc. 76 C.T. 1

1. Begins with light airs pleasant.
2. Weather, ships under full sail, at 4 P.M. in sight.
3. The day got both crew and officers.
4. At 6 A.M. fouled the main sail and arrived in the N. Holland Earning ground. Middle part
5. Light airs. Latter part
7. Weather employed binding whale bone.

Sat 7 Oct 29th 33' 55"
Cory by l.h 110° 12'

Sunday 12th

1. First twelve hours light
2. Airs & pleasant weather. 
3. At 6 P.M. shortened sail for
4. The night, taking in light
5. Sails, double reefed the
6. Trousers, 2 at 8 o'clock
7. Hours. Light airs, low-
8. Black fish did not move
9. For them.

Oct 4 Oct 29° 33' 8"
Long by l.h 111° 13'

Monday 13th

1. Before until light air pleasant
2. Weather. Ships under full
3. Sail, at 4 P.M. lowered two
4. Masts, for all ships bottom, shall
5. 12 with out success, shortened sail
6. For the night. Middle in Letter
7. Front light breeze fine weather
8. Made sail at 6 A.M.
Tuesday April 14, 1857

1 First watch sound light breeze from pleasant weather. Ship under full sail. Each employed at ship's duty.
2 Middie & Utern part much the same, employed fitting the chain cable.
3 5
4 12
5 12

Wednesday 15th

1 Begins with light air NCal. at 6 P.M. light breeze from the westward. Shipped sail for the night. Middie part fresh breeze fine at the
2 1 at 6 A.M. made sail.
3 4 Latter part fresh breeze
4 5 Ship under full sail. Course to all hands employed cleaning ship. 10 ends.
5 7

Thursday 16th

1 Begins with fresh breeze & fine weather, ship under full sail.
2 8 Each employed cleaning ship.
3 Middie & latter part land weather the same, each employed washing ship outside.
5 To-day done not any whale been yet.
6 12
7 1 1/2
8 1 1/2
Friday, April 17, 1787

1. Begin with light breezes
2. Pleasant weather, ship
3. M. 6:30 P.M. Full R. and sail
4. 6 P.M. Shortened sail for the night, a little confused
5. Wash deck and close hatches
6. Middle part and lats.
7. Weather the same
8. Ends.
9. Latitude by Oth 22° 40'.
10. Longitude by Oth 10° 42'.

Saturday, 18th.

1. Begin with light breezes, fine
2. Weather, ship and wind
3. 8:00 A.M. then took full sail, M. 6:30 P.M. then took
4. In light sails, M. 6:30 P.M.
5. Lat. Part wind.
6. Weather the same, pack
7. Employed on various jobs
8. About deck, ends.
9. Latitude by Oth 27° 55'.
10. Longitude by Oth 10° 42'.

Sunday, 19th.

1. First twelve hours light wind
2. Kind fine weather
3. Middle part, at 3 A.M. Change
4. Of wind, weather fine,
5. Lat. Part fresh wind and
6. Weather thick, cotton field
7. Sailed all day, ends.
8. End by Oth 39° 32'.
9. Longitude by Oth 11° 10'.
10. Ends.
Thursday April 26th

1. Begin with fresh wind.
2. Gently, ship under full sail, at 6 p.m. shortened 10 sail for the night.
3. Middle & after first fresh
4. Breeze pleasant & weather
5. At 6 a.m. ample sail, mended
6. Employed setting up rigging
7. 2 ships in sight steering to
8. the northward. At 10 a.m. took
9. the Columbia Bank of Bedfоr
10. boiling sperm whale found
11. with her, & ended.

Latitude Old 35° 50' S.
Longitude Old 113° 05' W.

Friday 27th

1. Begin with fresh breeze & please
2. & weather ship under full
3. sail; close hauled on the wind
4. 8 o'clock, tack, Bear South
5. in company coming with
6. her. Middle & let the port
7. wind & weather the same
8. at 10 P.M. set topsail tack again
9. of us & went on board
10. of this own ship, which is
11. of the trip to the port.
12. setting up rigging.

Latitude Old 33° 30' S.
Longitude Old 114° 29' W.
Saturday, April 26th, 17—

1. Begin with light and cloudy weather. Ship under canvas with a few sail. At 6 O'clock, shortened sail for the night.

2. Middle part light breezy until 6 P.M., then cloudy, then fresh.

3. Latter part fresh and ship under a double reefed topgallant course. Clear hands on the main.

4. War spread topsails and sailed right heading to the eastward.

5. Ship employed setting up rigging in first part, latter, but only out of the way away in the fore and main, Lat. 35° 33' 15", Long. 6° 10' 33".39

Sunday 26

1. Begins with light, cloudy, and cloudy weather. Ship under canvas with double reefed topsails. Course heading by the wind, making 1/2 tack. Middle part fresh wind, generally weather. Lat. 35° 33' 15", Long. 6° 10' 33".39

2. The same, light. The wind to day supposed Cape Codwin Channel.

Monday 27

1. Begins with fresh breeze, cloudy weather. Ship under canvas with full sail 6 O'clock. At 6 P.M., shortened sail for the night. Middle part lighter part. From the same breeze. Fine weather at 6 A.M.

Tuesday April 25th 1851

1. Begins with strong wind, pleasant
2. Went astern. At 6 P.M. shortened sails
4. Employed at work on the main
5. Returned, finished it at 9 P.M.
12. Sent it aloft. Made all the latter

Start wind and weather the same
4. Each employed in breaking out
8. Provision

Wednesday 26th

1. Begins with strong wind, pleasant
2. Weather shifts, canvas all up for sail
4. Sailed heading to the north, at 8 A.M.
5. Shortened sail for the night.
10. Middle part 12th wind at 12 P.M.
12. Or, ships came to the wind with
1. Head yards aback, at 6 A.M.
2. Braded for ward, clearing to the
4. North ward. Latter part
8. Strong wind, pleasant.
10. Weather fine all day. Employed
12. At 2 P.M. duty. Sailed,
2 A.M. by Oct. 28 1/8
Long by 6 1/8 105° 25 East

Thursday 27th

1. Begins with fresh breeze, pleasant
4. Weather, at 6 A.M. shortened sail
10. Middle part. Latter part, wind and
12. Weather the same at 6 A.M. made
1. Set the ship, came to the wind
4. Leeward tack with head yards
8. Aboard, at 6 A.M. cleared the main
10. Laying course, each employed, duty.
Friday May 1st 1857

Begins with light breezes... clear, pleasant weather. Ship under full sail until 6 p.m.

Middle & latter part much the same, each employed at ships duty. 20 ends

Saturday 2nd

Begins with light breezes. Pleasant weather. Ship under full sail until 6 p.m. then took to sea for the night. Middle part much the same. At 12 p.m. came to the wind with the ship with headsail.

Sunday 3rd

Begins with light and weather. Slightly with some rain.

Middle part much the same. Wind very light and scattered. 300 lbs. paid in.


1st laid in 250 lbs. S. 51° 8'

Long by log 10° 43' 6''
Thursday May 7th 1857
1. Begin with light breeze.
2. Pleasant weather. Ship under full sail until 6 Am. Then shortened sail for the night.
3. Sailed by the starboard and tiller and wind.
4. Wind light, Middle part of day.
5. Sea breeze, fine weather, at 2 Pm.
6. Saw a ship from close by.
7. At 9 Pm made sail. At 1 Pm.

Friday 8th 1857
1. Begin with light and pleasant weather. Ship under full sail.
2. Wearing the windward. Bark.
3. After in sight at 4 Pm. Jas.
4. With her again. Headed to the right.
5. Sailed on.
6. Sails on to weather the northeast.
7. Setting up a turning in the fore and aft.
8. End.

Saturday 9th
1. Begin with light and pleasant weather. Ship under full sail.
2. Bark after another sail as last.
3. Headed to the right.
4. Sailed on.
5. Sails on to weather the northeast.
6. End.

Sund.
Sunday, May 10, 1837

1. Begins with fresh breezes, pleasant
2. Weather shifitement full sail
3. Several whale ships in our merchant
4. Ships in sight; merchant ship
5. Steering to the astaward. Spite
6. The whole ships under of its
7. Keeps between 1600 and 1700 John
8. Edwards & Smith, Back
9. Elias Denmark Gibson
10. With them & received news from
11. The northern at ship fleet.
12. Middle part light and overclouded
13. Latter part - Lightings long-band
14. And rain equally, a.m. on.

Monday, May 11, 1837

1. Begins with light buffing west
2. With rain squally, wetter than
3. Then fresh breeze, squally
5. Middle part squally bays and
6. Pleasant weather, ships under
7. Full sail. Latter part the
8. Came across mid weather, ship under
9. Full topgallant, heading on the wind.
10. Shartward tactics abroad, weather.

Tuesday, 12

1. Begins with light wind, cloud
2. Weather ship under fresh, fair
3. Can them both wind, go through
4. Over all in sight. No indication of
5. Great squally, heavy weather, wind
6. So. At 4 a.m. Diving rain, light winds
7. Of squally, another one by 2 a.m.
Wednesday May 13, 1849

1. Begins with light airs.
2. Pleasant weather. Stock under sail.
3. Full sail until 6 P.M., then
4. Shortened sail for the night.
5. One sail on each Middle part of light.
7. At 6 A.M. made sail.
8. Latter part wind and weather gone.
10. The west wind.

Set by Oct. 22nd 46'.
Long by Oct. 16'. 27'.

Thursday 14th

2. At 9 A.M. shift the merchant ship, then
3. Man from the Ohio sunk. Robertson.
4. Also shift the Bluelock. All Aho.
5. Left stock in stock, took in light sail and fulfilled a weather.
6. Middle part most
7. Breezy and cloudy weather.
8. With the Barkentine.
10. Weather.

Friday 15th

2. Ship under double reef sail.
3. Made it to 10 A.M., then cleared.
4. Man took sail, handed the fore
6. Abode, part light and cloudy.
7. Latter part under full sail.
8. Light breeze.
9. At 10 A.M. saw a hump.
10. Made it to 7 P.M.

Ends.
Tuesday May 17 1857

1. Begins with strong wind and cloudy
2. Ship lying to under short sail
3. Boiling the Whale. Middle part
4. Light gale rain, weather
5. Latter part fresh gale equally
6. Weather, employed boiling the
7. Whale, so ends.
8. Sat by Oct 24 12 30
9. Long 14 Ch 106° 33.5

Wednesday 18

1. Begins with strong wind, pleasant
2. Weather, Ship under long
3. Middle part, pleasant, the Land at 8 A M
4. Not brightreceipt topsails employed
5. All three 24 hours boiling the whale
6. 2 sails in sight, so ends.

Thursday 19

1. All three twenty four hour, fresh wind
2. Pleasant weather, ship under
3. Single receipt topsails, first part
4. At 4 P M finished boiling the whale
5. Latter part, ship under three
6. Whales topsails, working to the
7. Windward employed at whale
8. Dirty decks.

Friday 20

1. Begins with strong breezy, fine weather
2. With three topsails to the 13 P M
3. Touched sail for the night.

Saturday 21

1. Weather, Letter falls fresh wind
2. Fine weather, | Lessen the ship
3. Oil down 64 1/2 lbs Green in the hold.
Saturday May 23rd 1837

1. Began with fresh breeze & clear pleasant weather at 9.15 a.m.
2. Ships sails until 10.30 a.m.
3. Shortened sail for the night.
4. 1st all in sight. Middle & Letter first past
5. Shipped hard for the night.
6. Middle & Letter first past
7. Ship slewing fine clear weather.
8. At 6 a.m. set all necessary.
9. Ship working to the wind &
10. to anchor.

Sunday 24th

1. Began with fresh breeze clear
2. Pleasant weather ship under
3. Ships sails until 6 a.m. the
4. Ship hard for the night.
5. Middle & Letter first past
6. Shipped hard for the night.

Monday 25th

1. Began with fresh breeze pleasant
2. And then the wind a little
3. Ships sails until 6 a.m. the
4. Ship slewing hard for the night.
5. Middle & Letter first past.
6. Wind fine but the
7. Turning to the main
8. Lowered the boat for a large
9. Help from the other boats.
10. Can't tell how the weather.
Sunday May 26th 1857
1. Begin with fresh wind & clear
2. Pleasant weather
3. Full sail and first
4. Then took in sail for the night
5.中途 as Little fort wind
6. Weather the same, jammed
7. with the Rock Island Dancers
8. Letter from the 8th hands turning in main rigging
10. 10th by No. 20° 30°
11. Long by 4th 10° 41°

Wednesday 27th
1. Begin with fresh wind & cloudy
2. Weather under full sail until
3. Then shortened sail
5. Middle as Little fort wind & weather
6. The same under full sail at 6 a.m.
7. Several sail in sight.
8. 10th by 4th 33°
9. Long by 4th 10°

Thursday 28th
1. Begin with light breeze & fine weather
2. At 4 a.m. the 8th Dovers and
3. Vaste of 13 jammed with them
4. Middle, part light wind under sail
5. D 11 a.m. change of wind
6. Letter from light breeze
7. 10th 11 a.m.
8. Full sail at 8 a.m.
9. 11 a.m. went on board the schooner to land freights some with the
10. Dovers, and also in the same vessel
11. Letter from Dovers company.
12. 7 p.m.
Friday May 27th 1857

2. Pleasant weather all day.
3. Light airs till in evening.
4. Middle part of latter part wind.
5. Weather the same. Ship under sail.
6. Full sail, much employed.
7. At work on the rigging. No wind.
8. Last by Oct. 23rd 31/2.
9. Long by ESE 10 42 N.

Saturday 28th.

2. Weather shortened sail at 6.30.
3. Middle + Latter part wind.
4. Weather the same at 6.30.
5. Put ship under sail + Wind.
6. Ship in light; much employ'd.
7. At work on the rigging. Sails end.

Sunday 29th.

2. Pleaseant weather all day.
3. Full sail until 6.30 in the morning.
5. Ship under topsail.
6. One of the lower... hold.
7. Latter part right wind.
8. Do end.

Wednesday May 30th 1857

1. Begins with fresh and fine at the ESE.
2. In the morning under... wind.
3. At 2 P.M. S.W. Ship under topgallant.
4. Lined for them but not successful.
5. Middle + Latter part fresh and fair.
6. Weather employed at work on the rigging.
Monday June 2d 1837
Begin with fresh wind and cloudy
2. Weather improved cutting in
4. At 4 P.M finished cutting one of
10. whale; cleared the deck of
13. the back. Middle part free of
16. weather the same and easy
19. Sailed laying to whale alongside
22. at 8 A.M commaned cutting
25. again. Latter part at 12 M.
30. Finished cutting the whale
33. at end.

Wednesday 3d
1. Begins with fresh wind and cloudy
2. Weather employed cutting in
4. At 4 P.M finished cutting one of
8. the whale; cleared the deck of
13. the back. Middle part free of
16. weather the same and easy
19. Sailed laying to whale alongside
22. at 8 A.M commoned cutting
25. again. Latter part at 12 M.
30. Finished cutting the whale
33. at end.

Thursday 4th
1. Begins with fresh wind and cloudy
4. Weather employed clearing decks
5. Hoisting the whale. Middle
10. weather the same.
13. Latter part much the same
16. Sailed at 12 M.
19. at end.

Friday June 3rd 1837

1. Begin with light airs and cloudy weather. Ship with thousand bales set and employed boiling several sail in a light wind. Sailed in latter part fresh and cloudy weather the rest of the day. Baled at 6 am. At 6 am set sail.
2. Whole topsails employed walking.
3. Ends.

Saturday 4th

1. All these twenty-four hours fresh and cloudy weather. Set sail at 7 am.
2. Shortened sail for the night.
3. Finished walking the whole.
4. 9 am. At 9 am set sail in the ship. Employed at various jobs about deck.

Sat by Oct 22nd 1835

Sunday 5th

1. Begin with fresh breezes, clear sky, and cloudy weather, ship with whole topsails.
2. Until 9 am then shortened sail.
3. Middle of day the wind fresh and greater.
4. In the same at 6 pm made sail to the ship. As ends.

Sat by Oct 22nd 1835

Monday 6th

1. All these twenty-four hours fresh breezes, clear sky, with occasional rain.
2. Full sail during the day.
3. Employed about ship.
4. At 6 pm. Ends.
Tuesday June 7th 1847
2. Weather several sail to leeward.
3. One hail, at 6 A.M. Sustained sail.
4. Finished clearing down the channel.
5. At 9 A.M., employed backing in.
6. Bread and flour on deck.
8. Weather chilly, several hail in sight, no ends.

Wednesday June 8th
1. First part brisk breezes south.
2. Weather with rain, several sail.
3. In light, under full sail.
4. Middle +. Latter part wind, weather with same, much employed at sails.
5. Duty, joined with the Bark Asia.
6. Capt. John + Edward, handed the light sails at 6 P.M., let them.
7. Gain at 6 A.M. Fever died in sight.

Thursday June 9th
1. All these twenty-four hours south.
2. Wind at full east weather calm, ordinary sail working to windward.
3. Principal work, finding the larder kept 2 ends.

Friday June 10th
1. Began with light strong breeze.
2. Handled the light sails at 2 P.M.
3. Weather cloudy and at 6 P.M. snowed.
4. The top sails, middle +, low part.
5. Same, several hail in sight.

End of May 25th 1847
Saturday June 13th 1857

1. First part fresh breezy & pleasant weather. Ship moved whilst top boats, courses: until 6 P.M.
2. Then harrington sailed for the night under the whole ship's head. Edward Smith, employed to dry
4. Middle & latter part wind
5. Weather the same at 8 P.M.
6. Made past top sailmen.
7. End.

Sunday 14th

1. Commenced with light breeze.
2. Clean pleasant weather. Ship's blyth with ordinary sail set reduced
3. Fell at 6 P.M. as usual.
4. Middle, great fresh breeze, cloudy weather. Latter part much the
5. Same, several squall in sight
6. End.

Monday 15th

1. To day before with fresh breeze.
2. Weather similar usual
3. Middle part fresh breeze cloudy weather. Latter part fresh breeze
4. Rainy weather.
5. Fell all day, watch until.

59

We have 12 hand must Tuesday sail being

Tied up.

Weather.

1. Presently fresh breeze easing about
2. Hand not same but. Middle, first
3. Line at 6 A.M. wind from wind.
4. The bottom forward last night at 2.
5. Presently wind.
6. Presently wind.
7. Presently wind.
Wednesday June 13th 1857

2. Saturday 18th
4. As usual.
5. Finishing.
6. Thursday 18th
7. Continues until 12 p.m.
8. Beginning.
9. Friday 19th
10. Begins with fresh wind and cloudy weather.
11. Wind.
12. Saturday 20th
13. Continues with fresh wind, pleasant.
15. One ship in sight. Able.
16. Until weather.
17. The same.
18. Heating at 10 a.m.
20. Waves.
21. May not.
22. Cleveland, Ohio, July 4th.
Sunday June 21st 1847

This day full part light west.
2 cloudy weather. Ship under sail.
4 topsail course, No. 1 mizzen top-
sail course. Sailed 40 miles.
8 part mizzen the same. At 7:30
12 set whole topsails in top gallant
12 Sails. At 9:00 a.m. sent out 5th lookout
1 sail wind heading. Beams.
3 Lt. Riggs 20 03 south.
Long of the 61° 25 east.

Monday 22nd

Began with fresh breezes. Slight
weather. Ship under full sail
12 Mizzen, Gutter part and fore
1 fair weather. All hands employ.
8 ed steering down & about to walk
3 Lt. Riggs 20 03 south.
Long of the 61° 35 east.

Tuesday 23rd

12 Commences with light east.
4 cloudy weather. Ship under
5 full 22nd Heaving course.
7 Employed steering down the
n. ed the east under making.
1 33 16 west. No. 1 mizzen part
4 Ed. and clear square top
3 Employed heaving out the after
11m. and comparing the point. No land.

Wednesday 24th

All clear twenty. Sails were light and
4 weather pleasant. Wind at the time
3 28 22. Two am and brought
1 Employed heaving out provisions
1 company. Ed and Lt. Riggs 20 25
Thursday June 23, 1857

2. Middle part light wind. Latter part fresh breezes, employed at ship.
3. Middle of the day, 20 ends.
4. 

Friday 24

1. Begins with fresh breezes, pleasant weather at 2 P.M. set steering sails.
2. Middle & Latter part light wind.
3. Weather the same with employed.
4. 

Saturday 25

1. Begins with fresh breezes, pleasant weather, ship under full sail.
2. Middle & Latter part strong wind.
3. Cloudy weather, ship under full sail. Steering course, 21 ends.
4. N.T. 0° 0' 30". 55'
5. 

Sunday 26

1. First part strong and cloudy, pleasant weather, ship under full sail.
2. Middle & Latter part pleasant wind.
3. 
4. N.T. 0° 11' 36". 55'
5. 
6. 
7.
Monday June 28th 1837

S

\[ \text{Weather begins with fresh gale and pleasant weather. Ship under full sail. Middle and Letter part fresh.}
\]

S

\[ \text{Weather excepting few rain falls, generally fair.}
\]

S

\[ \text{Latitude 15o 30' 5"}
\]

S

\[ \text{Longitude 60o 10' 3"}
\]
Monday July 6th 1837

Commenced with fresh gales and generally weather ships. vn. and Cabot said we still hove to there shotted our hold the fore yards main was made in account of being in the wind of land Mr. Whitehead past fresh....

W. N. E. 1st Light N.E. weather at 6 A.M. 2nd. Island of Mauritius in sight bearing about 133° 1004 for it at 7 A.M. in the eastern end of the isle.

S. 1st. Letter fairly strong wind 2nd. Generally weather squally along the northern part of the island at 9 A.M. 3rd. Of the harbour nearer the stern board last night.

N. B. About 10 miles were told we could not go in there unless the ship came to an anchor; last night closed and to and there bore a camera land and before from the land, wind fall for another its Tissa again, so ended.

Seceddy.

Wind S. W. all these latter ever hove fresh and pleasant weather.

W. 6th at London.
Thursday July 8, 1857

Commemenced with light wind.

W, S


W, S


Friiday 9th July

Commemanged with light variable wind

W, S

1. With few rain squalls 2. Able to go with light breeze for 3. Weather, Letter all go 4. Place and weather this morning 5. Ordinary 20th, one vessel

W, S

6. Sight be saved

Sat. 10th July 1857

Friiday 10th

Begins with light wind pleasant

W, S

1. Weather completed at various objects about the ship, Middle 2. Letter parts being paid and 3. Finally we all beat with some wind 4. This weather totally a contrast 5. About 2 a.m. land on light

W, S

6. South 2000 and to the northwest, seen 7. About 2 a.m. distant to the

W, S
Saturday July 11th 1847

Commences with very kind squally weather, ship under topsail and courses at 4 Pr, then about 2 Pr before the topsail land in sight.

1st part
Fresh breezes pleasant weather, ship under very sail, clear headed on the wind, I am
sent the ship off steering course at 7 A.M. and made good time.

Remainder of the day wind weather the same, employed cleaning ships, running along the east side of the island.

Saturday 12th

1st part
Begins with fresh wind pleasant.

Weather ship under lay 2 o'clock.

1st part pleasant.

Winds and calm.

Weather ship under wind.

Weather continues pleasant.

Winds pleasant another.

Weather ship under lay 2 o'clock.

Ships to day returned the

northern part of Madagasgar.

2 o'clock ship running along the

2nd part

2 o'clock ship running along the

2nd part

3rd part

3rd part

4th part

4th part

5th part

5th part

6th part

6th part
Monday, July 13, 1837

Began with fresh gale please.
2 weather. Ships under canvas all running along the shore.

2 pm. Run down the calf
3 weather. night.撑 under close 2 reef topsails. on larboard tack
4 pm. Passed by small head on the
tack at 6 am steering in
for the land. Letterport
5 am. Fresh gale pleasant weather
6 running along the Island till
7 about 6 miles of the black.

Laid by at 7 1/4 1300

Tuesday, July 14

8 am. Commenced light breeze and
9 pleasant weather this close
10 pm. to the land at 2 pm take
11 the lee breeze kept until 4 pm.
12 then the land breeze. Middle
13 pm. Land breeze with more
14 double reef topsails running
15 along the land. At 5 pm. Laid in
16 pm. with main topsail. check 12 pm.
17 pm. Breed forward keeping close in
18 till the land all night at 6 am. came
19 pm. to the land Sandy Island in
20 night. baring a from the main 12
21 am. Letter port to the 9th land
22 pm. Liee running into the harbor of St
23 Augusten Bay with the land breeze
24 came to an anchor. little way from
25 head rock at 3 1/2 pm. civil time
26 pm. any quantity of whees on board

Lying at anchor with Captain Headway.
1. Wednesday, July 15th, 1837

Friday, lying at anchor in
Augusta Bay, land in 2,000
brasses during the day, simply
setting into cash for water,
a great number of the natives
on board.

Remarks

We lay at anchor in this part
thirteen days during which
time we recruited ship with
what could be obtained; salt
potatoes, Jamaica rum, bananas,
leaves, tomatoes, &c.; these
are about all the vegetables that
can be obtained; fresh meat
such as hog, chicken, pork, beef,
and turkeys, can be obtained
in large quantities; also took on
board some cotton cotton. The first
load if and all recruits once
were obtained with cloth, tobacco,
powder and the like for trading.
The natives are I think on
African(($, they are thick
enough to be at war, the
Captain would not allow but what
to come on board, which surprises
them very much, having always
found in the habit of going on board in
large numbers at night as they pleased
without being asked; they took the
dead foremost very patiently, and
did not visit the ships again; only
after they stay with their trades the
Continued.
The natives are of a singular disposition, treating everything they can lay their hands on; there are three tribes within a few miles of each other, all on friendly terms; they are named by the ship companies that visit here, the rip-river tribe, tent-look, and Palmer Bay tribe; the tent-lookers are the greatest rogues. Having taken on board all of our necessities the crew having their liberty which was two days, the ship being ready for sea on the 27th, got underway about 9 o'clock; and as with the land breezes (which are a general thing these days) home commencing at 2 a.m. then at 2 p.m. the sea breezes set in blowing twelve hours, sailed out of the Bay steering about 45 at 11 a.m. H.M.S. Captain, judging that we had made a good lying, hailed the ship up on the wind steering to the southward, in a few minutes afterwards, the ship struck upon a reef and we were hard and fast on Sandy Island. We immediately commenced lighten the ship by starting all the gear water and the sails hard alee but to no purpose. Flewed the sails worked all night lighten the ship and running a hodge anchor off astern of the ship at high water tried to leave her off, but did not succeed then worked all the next day. 28th, lighten the ship forward and leading her by the stern; plant of water to hale her from the stern to as far forward as the gangway; also took the larboard anchor out on the larboard quarters with a large hawse bent to it been hauled on it and then waited for the tide. It is now about high water, have on the house and in a few minutes the sea off the reef, caused the ship just clear of the reef, where we lay until 11 a.m. 29th July when the sea breezes commenced, got the ship underway and put back for the anchor at Gregory Bay, where we came to an anchor about 11 a.m. same day; all the weather very pleasant.
Thursday Aug 6th 1857

1. At 2 Am had the anchor hauled and made sail. At 3 Am ship under way, sailing out Auguste Bay with light breeze from the land.
2. Steered about 00W until 5 Am. Then
3. Hauled on the wind heading to the southward, clear of land.
4. Latter part light wind and fine weather.
5. All hands employed taking the anchors in the bow and clearing the deck.
6. Sent out 2 men then set the sail.

Friday 7th

1. Began with fresh and pleasant weather ship close hauled on the larboard tack under ordinary sail.
2. Each employed filling the boats. Third mate and two men off duty.
3. Middle part fresh wind ship close hauled until 9 Am. Then cleared.
4. 7 W. course on company with East.
5. Paulthorpe of Warren with other whale.
6. Left at 9 Am. Setter foot and the line in company with the back.
7. Employed filling the boats, sundae.
Wind E. Coast. 10 1st Day with South Breeze, pleasant

Saturday August 5th 1857

100 1200. Ship under moderate breeze

1 at 2 pm ran astern to beach

2 a.m. At 11 pm 1st berth

300 3 a.m. Rowing by the wind in off astern

10 until 7 am then altered course

10 at 6 am sighted Europa, ship run

down to the leeward of the Island

11 double reefed the topsail, loosed

two boats went in shore after turtle

12 12 the remainder of the day ship lying off

and on two boats cruise in shore

12 after green turtle, the Bark's

12 company. No wind.

1 Sunday 9th

1 2 Begins with strong and unpleasant

weather, ship lying off, 3 on boats in

1 2 shore after turtle, at 5 am boats

1 2 came off and 12 berths, took the boats

1 2 set, squared the yards steering

1 2 course, middle, 40 miles per hour

1 2 under light wind, Latitude 41° 20.4.5.5.8

Longitude 61° 47.4.4.4.4

1 2 Monday 10th

Begins with light airs and calms

ship under ordinary sail. Bough Dolphin

in sight, latter part light airs and calms

fine weather, 2 vessels in sight

1 2 ends
Wednesday Aug 11 1857

Commences with light and pleasant weather, 220 in light,
Middle part fresh breze
the Sarcophine and gained 22/6
her sort till 11 PM then close hauled
the Ship on Starboard tack,
Latter part anchor the same,
9 AM saw sperm whale, lowered
the boats, did not see them again
each employed at various jobs.

about deck.

Wednesday 12th

Begin with light and pleasant weather, ship under ordinary sail, course for the whale, at
4 PM saw sperm whale going quick to leeward, did not have
daylight enough, middle part
light wind steered course until
10 PM then lying to with main
the sail down, Later part
wind and weather the same.

Thursday 13th

Commences with light and pleasant weather at 8 AM light airs and calms
S together light breze Middle part light airs, fine weather.
S fresh breze cloudy weather.
At 8 AM saw sperm whales, after a little short
the line went fastened, I killed the
first time, the whale hot off in the land
all of the 1 AM took the longest hot
fusione, killed in a short time, moved

Friday Aug 14th 1857

Commences with strong breezes, cloudy weather, ships to leeward. 8 A.M. whales alongside. 10 A.M. finished on the whale and cut a few specimens. Guit for the night, Clying the chained down. At 3 A.M. light commenced cutting the whale. Light gale from S. Satisfied, hauled in part at 12 the boat finished cutting, received the same in boats.

Saturday Aug 15th

Begins with light gale, pleasant weather. Past finished cutting, got double ropes to tail, employed clearing up decks. 12 Middel and 2 after part came, took 3 under easy sail at same commenced killing.

Sunday Aug 16th

Begins with strong wind, pleasant weather. Middel part, found easy sail. Middel part cleared up, with rain at 8 A.M. Lash them about the ship, loaded two boats, the larboard boat ran a bough, halted in a few minutes. At 8 A.M. took them along side, at 10 A.M. Lash them inboard lowered the boats and cleared 10 minutes of the day about 11 30 A.M.

2.5.56
Monday, Aug 17th, 1857
1. All the twenty-four were busy.
2. Buoys were pleasant.
3. At 10 a.m., commenced cutting the whale. At 8 p.m., finished.
4. Then employed cleaning the deck.
5. Done.

Sunday, Aug 18th, 1857
1. First, twelve hands, fresh breezes.
2. Pleasant weather, ship underway.
3. Sway sail, oiling the whale.
4. Latter part light air, finished.
5. Oil at 2 a.m., at 9 a.m. next day.
6. Whales cleared the boat, choosing the rear in order of the day.
7. Done.

Wednesday, 19th
1. First part fresh breezes fine.
2. Weather, all the boats clear.
3. Whales, at 3 p.m., hard yard, boat.
4. Finish, 4 p.m. after the sea boat.
5. Touch. At 6 p.m., untie the whale.
7. The two whales finished at 11 a.m.
8. Done.

Thursday, 20th, 1857
1. All the twenty-four hands.
2. Buoys strongly and the compass.
3. Clearing decks of oiling, whale from.
4. Whale of stile, healing of the whale.
5. Part on the card and tail of.
6. On starboard tack.
7. Done.
Wind W by Guse 16th Aug 21st 1831

1. Begins with fresh breezes and pleasant weather, under cloudy sky.
3. Wind and weather the same, at 8am.
4. Finished landing the whale.
5. Latter part light breeze ship
6. With magnificent sails etc., each
7. Employed at various jobs, and
8. Left by Oct 13th 55' E with
9. Long by Cm 39' 22' 24' 00'

Saturday 33rd
1. Commences with light breeze.
2. Fine weather, cruising for whales.
3. Atlantic part much the same.
4. Latter part, light airs ships under
5. Full sail, cruise to, at 10am near
6. Whales, current the south, man after
7. Of calm weather abound near ship.
8. Some of the whales, gave up
9. The chase and came alongside
10. To the ship's boards.

Left by Oct 14th 18' 5

Sunday 34th
1. This day begins with light airs
2. And calm, fine weather, at 8am.
3. Commenced sailing, held for the
4. First time, at 8am light airs from
5. The westward. Atlantic & latter has
6. Flat calm, 2 ends

Left by Oct 14th 18' 5
60' 47' 60' 45' 35' 33' 22' 00'
Monday Aug 27th 1857

1. This day commences with light airs, fine weather, at 4 P.M. light breeze, took in light sail at 7 A.M.
2. Down. Middle part light breezes.
3. Latter part fresh breezes employed in turning clean oil. 20 casks.

Tuesday 28th

1. Began with fresh breezes fine.
2. Weather kind, no encumber at.
3. 4 P.M. double reefed the square sail,
4. 6 P.M. finished the main sail at 9 P.M.
5. Finished flooring down the oil 108 lbs. Marked part equally.
7. Employed flooring the hold.
8. Washed a sea and the deck.
9. Spent clean in the lower hold.
10. Head first with not any accident.
11. To the men employed at work.
12. There they part time to get clean of the larger bounds.

Wednesday 29th

1. Double reefed the square sail.
2. Topgallant sail set.
3. Double reefed fore topmast and stay.
4. Washed down the hold.
5. Middle part wind in east.
6. At 6 A.M. set the other sail.
Thursday, Aug 27, 1857

1. Today commenced a light breeze
2. cloudy weather. Ship partly under sail.
3. topsides set, course, in 33° 30' W.
4. Night cleared to the E.
5. Middle part fresh breeze cloudy weather. Lighter for light airs.
6. Sprent weather, employed setting up mainsail rigging.
7. By Oct 17° 40' N.
8. Long 0' 0' 0' 0'.
9. 30° 30' 40'.

Friday, 28th

1. Began with light airs, N 3° 30' E.
2. Light breeze, fine weather, ship under full sail. Middle part
3. Lighter for mains employed
4. Rushing ship to E.
5. Down mizzen, rigging, founds.
6. By Oct 17° 56' N.
7. Long 0' 0' 0' 0' 0'.
8. 30° 42' 40'.

Saturday, 29

1. Struck from light airs, pleasant weather. Middle part light airs
2. and calms. Lighter for the mizzen, employed clearing ship.
3. 115° 40' 40' 0'.

Sunday, 30th

1. Begins with light airs and calms.
2. At 6 pm fresh breeze, cloudy weather.
3. Ship under full sail. Middle part
4. breeze pleasant weather. Rushing ship.
5. Light airs and calms.
6. By Oct 18°
7. Long 0' 0' 0' 0'.
8. 30° 42' 40'.
Monday Aug. 31st 1857
1. Commences with light breeze.
2. Fine weather, ship under full sail. middy. 3. The first at the 12- hour, each employed at various jobs about deck.
4. We stand out to Oct 17th 11/4.
5. Capt. Thomas. 37°. 36°. 36.

Wednesday 2nd
1. Begin with the light breeze.
2. Fine weather, at 2 P.M., look one whale at the windward, alongside, then two at one at the inward, about 4 P.M., clear and close to the wind.
3. Up end bended the main. tail middy. 4. 5. 6. Wind of 35°, weather 32°.
7. Commanding the whaling.
8. 9. 10. 11. 12.
Sunday Sept. 6th 1837

1. First part calm, chasing whales until 4 P.M. then
2. Goose in the chase, bizzled
3. Part light breeze, moderate
4. Light airs, calms

Latitude by Oct. 20' 24.4
Longitude about 56° 31.6

Monday 7th

1. Commences with light airs
2. Calms, pleasant weather, at
3. 4 P.M. light breeze, before
4. Part light breeze, moderate
5. Part fresh breeze fine weather

This under full sail by the starboard, cruising, employed at various jobs about deck,
6. 6 A.M. 1st watch
7. Long by beam 56° 31.6

Wednesday 9th

1. Commences with fresh breezes fine
2. Weather, at 4 P.M. southaway
3. Bizzled, part the same at 3 A.M.
4. Blow to main, referred to the
5. Anchor, at 6 A.M., first watch on
6. Her course, better part and
7. And the weather the same, sailed
8. Employed working out land
9. Evening
10. 11. P.M. 12. 33
12. Long by beam 56° 31.6
The wind from the west.

Calm.

By the wind from the west.
Saturday, Continued 16th

The weather was very pleasant; after being in the company of the crew, the ship started off steering N.W.

On the 15th, we had a fresh gale from the East.

Sunday 13th

Sunday was overcast with a fresh breeze.

Monday 14th

On this day, we were without wind.

Tuesday 15th

The weather was very pleasant; the ship continued steering N.W.

Wednesday 16th

The weather was fair, and the ship continued steering N.W.

Thursday 17th

The weather was fair, and the ship continued steering N.W.

Friday 18th

The weather was still fair, and the ship continued steering N.W.

Saturday 19th

The weather was fair, and the ship continued steering N.W.

Sunday 20th

Sunday was fair, and the ship continued steering N.W.

Monday 21st

The weather was fair, and the ship continued steering N.W.

Tuesday 22nd

The weather was fair, and the ship continued steering N.W.

Wednesday 23rd

The weather was fair, and the ship continued steering N.W.

Thursday 24th

The weather was fair, and the ship continued steering N.W.

Friday 25th

The weather was fair, and the ship continued steering N.W.

Saturday 26th

The weather was fair, and the ship continued steering N.W.
Wednesday, Sept 17th

The day commenced with a strong wind and pleasant weather with a milder wind, half southeast and half southwest, at 8 A.M. we handed the light sails, in usual noon sight steering to the E.N.; in the middle of the day the same ship, with extra topsails erected, at 2 A.M. saw another vessel.

7 P.M., latitude by the log 40° 15' S.

Thursdays, 18th

All this day, twenty-four hours fresh wind and pleasant weather, 20-40 under a milder wind, and the wind at 90° from the east.-

Fridays, 19th

Commenced with a brisk wind and pleasant weather, 20-40 under an ordinary sail, and the wind 90° from the east.

Saturdays, 20th

Began with light wind and calms.

3 P.M. light breezes at south.

Calm. The middle part broke the sea, and the west part broke it gradually, the weather under several sails, 20-40.
Sunday Sept. 26     1855

2° 30' 41" Comences with fresh wind, 4 strongly, general weather with rain, 5 ship makes up sails, 6 course. 6 Middele part wind and weather the 1 same at 12 P.m. Began to main top 3 sail to the amount in account of 4 the near proximity of land.

6° 40' We turned the sails and 5 restored course, intending to make 5 the Island San do Bova, 6 Letter first time a weather came 8 at 9 A.M. saw the land very in 6 distinctly was not certain that 5 it was land, after being examined 4 it found concorses to the leeward 3 of the Island having run by it.

9° 12' We hauled our course, found 3

Long by Obser. 4° 3° 12' East.

Monday 27th

6° 30' This day begun with fresh wind, 3 places and weather still under while 2, 3, 4 ship makes course, Middel et Letter 5 part strong wind weather some hatch 6 employed breaking out fore hold, anchors 3 set by Obser. 15. 45

Long by Obser. 4° 3° 52' E

Tuesday 28th

4° 49' Today first part strong wind, cloudy 4 weather during course until 8 P.M. 5 then hauled up in the wind front

12 P.M. put ship on anchor, took

Obser. 8° 50' W

Made day toward, towards

15° 30' North

South Carolina, Lands
Wednesday Sept. 23rd 18---

Commences with strong breeze. Cloudy. Sky thick, not undercast.

2pm, in the ships vicinity should be in sight of land, not in sight.

8 at 12am clear; then took to sight.

1pm sails hauled on the wind. Sails steady with the wind; thus.

1st part wind in weather the same; then

under easy sail heading by the wind opposite tack. Later part wind

turned the same at 10am made

sighted the island of Jamaica.

1 of the Concord, grist, turned

the yards and steered for the

west front of the island at 11am.

9 of the 16 points or weather point

when the wind left us being a

short distance from the breakers.

in a few minutes being opened

up, at 12am passed the point.

to ends running down the

there.

Thursday 24th

Commenced with fresh breeze.

cloudy, rainy weather at 4pm.

8pm passed near the island; at weather

in sight of the harbor at 4pm.

came to an anchor to the harbor.

within a mile of the harbor.

store, we found three while ship.

at anchor, the Bark of Heide, John

Tawney, 18, the remainder

of the day lying at anchor.
Remarks at Johannah Isel

Arrived here on the 25th line. We have been at the end of that time, everything was on board in the ship ready for sea. The natives of this Isle are of Arab origin, believe in the Mahometan religion, recruits to be obtained here are sweet potatoes, taro, and pumpkins, and all the fruits generally found in the torrid zone, we took on board about two tons of water in 150 sq. tons on the 1st of Oct. weighed anchor at 8 A.M. at 10 lepards set the anchor up and the ship. Headed out to sea with very light wind, we have lost two men at this place we have now short-handed, intention is to come back again in a few days.

**Friday Oct 2nd**

Letter from at sea light being and pleasant weather ship, and extraordinary sail employed getting the anchors on the bow wind 2 vessels in sight.

**Saturday 3rd**

Begins with light hawking and pleasant weather ship going to with much spread about fifteen miles from the land, 25 ft. course, hauled in the wind.
Saturday Oct 3rd 1840

We had a gentle cross breeze and all hands were set to work to keep the vessel in her course and in the afternoon we again tacked to windward to avoid the land wind.

Sunday Oct 4th

We had a light breeze and pleasant weather and all hands were set to work to keep the vessel in her course. In the afternoon we tacked to windward to avoid the land wind and all hands were set to work to keep the vessel in her course.

The wind was light and we were able to keep the vessel in her course without much difficulty.
Monday Oct 3rd 1851


1. Begins with fresh breeze & pleasant weather, ships under canvas.
2. Middle part fine.

Tuesday 4th

1. All over twenty four hours fresh.
2. Pleasing & pleasant weather, ships under canvas 11:45 AM
3. Raised sperm whale, lowered.
4. The boats whale-going to leeward.
5. Chained about the hour at which the first part boat fastened to him, killed him in a short time.

Wednesday 5th

1. All over twenty four hours fresh.
2. Breezy and fine weather.
3. 1 PM took the whale along side at 3 PM commenced cutting the whale at two down left off.
4. 5 AM commenced cutting again.
5. The remainder of the day occupied.

Thursday 6th

1. Begins with fresh breeze fine weather.
2. Employed cutting finished the whale.
3. At 6 PM middle part taken.
4. Return came, employed cutting.
5. The whale cut near light breeze.
6. Ships wrote while of sail, clouds.

Friday

1. Sails
2. Canoes
3. Whales
Friday Oct 9th 1857

Commences with light breeze.

Pleasant weather, steely clear.

Middle part light and fine.

We have ships under full sails.

Latter part same; employed

all these twenty-four hours.

Sends

Latitude 13° 23' North.

Longitude 42° 16' East.

---

Saturday 10th

Commences with strong breeze.

Weather flat.

Ship under

Single reefed main topsail.

Fire sail. Middle top light.

Gale, close reefed the main.

Top sail took an stay sail.

Latter part the same kind.

Wind and weather employed bowling.

---

Sunday 11th

Commences with light gale cloudy.

Weather. Ships under single sail.

Boating; finished boating at 7 a.m.

Middle part. Latter part much the

Same. Sends

---

Monday 12th

Commences with light gale cloudy.

Weather. Ships under single sail.

Going by. Middle part fine.

Rand weather the same.

Sends

---

Longitude 42° 16' East.
Tuesday Oct 13th 1827

This day commences with light pleasant gales; at 12, 1/2 set splay reef topsail, jib, spanker, at 1 1/2 pm took in splay, jib and spanker. Middle part 1

1

Barry a gale filled the fore topsail 1

close reef the main, at 6 am, moderating set double reef tops 1

sails at 11 am, set whole tops 1

sails strong breeze pleasant 1

2 matter. Ends

Wednesday 14th

Begin with strong breezes fine 1

clear weather day, wind from north, anywhere all, at 4 3/4, hauled the 1

main topsail and part, at 6 1/2 pm 1

tackled ship. Middle part 1

and weather the same, at 7 am 1

got light sails. Latter part 1

sails light wind zephyr 1

Thursday 15th

Commences with light airs 1

and calms, weather pleasant 1

Middle and latter part same 1

at 5 am commenced baking 1

tackling for strong clear 1

sail, at 11 am large square 1

whale in sight cleared the boat 1

and chased until 12 pm 1

with wind in post being a dead calm,风平浪静.
Friday 16th Oct 1837

Calm

Bows returned from cher, 1 at 4pm. So middle part light

Air, employed tending sail

All hands employed at

Saturday 17th

Begins with strong breeze clear

Weather, ship under sail

Sail steering course finished

Perkin in the hold at 4pm, at

10pm took in light sail hand

With the courses double reefed

Last sail brought the ship to

The wind middle part east

Ship heading on the wind

6am put sail on the ship, fresh

Breeze. Latter part wind very light

The ship steering course, at

The island of Java, de Nova in

18 miles bearing 36°, hauled

The ship up sw, all hands assist

To cleaning ship. To end

Latitude 16° 57. South

Longitude 42° 48. East

Sunday 18th

First part fresh breeze at 6am this morning

Sail handled ship on the wind, middle

Last sail hauled at 11am. Steering ship

Same as above at 6am. Set jib in square at 9am

Assisted by fresh strong breeze
Sunday Oct 18 1837

B N.W. By the 1st part strong breeze cloudy
wind & weather ship under easy sail
heading s at 6 P.M. little main topmast
7 by 10 sail fresh breeze. Middle part
By the 1st same. Latter part more seige
wind 4 until 10 A.M. then light airs
Set by Oct 18th 1837
\[\text{Wx9} 1\frac{1}{2}\]

Monday 19th

Same 1 1/2 day before light airs blow
4 weather under normal sail
\(\text{r} \) until 6 P.M. than handed the
10 light sail handled up
Then the course. Middle part
1st same at 6 A.M. Set light
4 sail. Latter part wind
4 weather same Watch employed
at various jobs about deck
same 1/2 bounds
\[\text{Set by Oct 18th 1837} \]
\[\text{Wx9} 3\frac{1}{2}\]

Tuesday 20th

By the 2nd Commences with fresh breeze
wind & pleasant weather ship under
heading normal sail at 2 P.M. Set 2nd
8 wind from opposite tack at 4 P.M.
8 strong breeze last in the light
4 sail. Middle part lighter sail
4 sheet, main down the reef top
1 sail cloudy weather.Gotta
1 part same 2nd wind
Wednesday Oct 21st 1837
baffly fresh 1 All through Monday leg
from
3 to 5
wind and baffly weather
alternately
baffly set the ship and dead

7:30
am

Thursday 22nd

Commenced

Cloudy weather

set

Middle

latter part

watch employed at various jobs about

dock to ends

Friday 23rd

Darkened

Fell sail, Huddled

latter part light

heading

heading

Sunday 24th

Commonens

Middle part light being

Heading

Strong wind, clear pleasant weather

ship under full sail at 6am

into on the fore of gallant rake
Wind & Current Sunday Oct 25th 1857

Commences with strong wind

clear, pleasant weather, ship

with top gallant sail set

and made in sight steering

S by W wind SW 8 at 6 1/2 am

Strong breeze handed the lighter

tails at 8 30 on the coast of

Africa in sight stood in

under the land reckon within

about 6 miles from the shore.

Middle part strong breeze until

11 am then fresh wind at 10 am

Better part tacked again, set

the lighter, light wind

sailing to the S land in sight

in the in shore and off shore

alternately during the day, the

land in sight to the country

of Mozambique (Africa)

at 12 22

Long 0 6 " Com 35° 37.6

Monday 26th

This day begins with light wind

clear, pleasant weather, ship stands

full sail working to the S the

S by W wind SW 8 at 6 30

Middle part, light breeze

ship under full sail, land in

the same, lighter till 9 am

Breezy blowing from wind, which

employed at setting up sails to

gradual increase in light wind

spreads in them to ends

Com 35° 47.6

2 of Oct 25th 1857

Com 35° 47.6
Wednesday Oct 25, 1857

1st day, fine, part light airs until 2 P.M., then good breeze finished and hauled the main topsail at 4 P.M.

1st day, fine, clear, strong wind.

The day fine, part light airs until 2 P.M., then good breeze finished and hauled the main topsail at 4 P.M.

Friday, Oct 26th, 1857

Thursday, Oct 24th, 1857
Friday  October 30th 1857

Commences with moderate south wind.  
1.  Cloudy, rainy, moderate gale.  
2.  Cloudy, rainy, moderate gale.  
3.  W. S. W.  
4.  N. N. W.  
5.  F. W.  
6.  S. W.  
7.  S. E.  
8.  E. S.  
9.  N. N. W.  
10.  S. W.  
11.  S. W.  
12.  S. W.  

At 9  p.m.  
1.  Close reefed main.  
2.  Full sail, foretopmast staysail.  
3.  Main, backstay set.  
4.  Middle part, and moderated down to  
5.  S. W.  
6.  S. W.  
7.  S. W.  
8.  S. W.  
9.  S. W.  
10.  S. W.  
11.  S. W.  

12.  S. W.  

S. E.  

S. W.  

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S. W.
Monday November 2nd 1857

Strong wind, cloudy weather, 6 ft. or 7 ft. off. North wind made sail and the ship, at 7.30 am light gale, put the ship. Under double reefed topsails, foresail heading by the wind, first appearance of the Albatross. Middle part strong gale struck. The ship suddenly called all hands, reduced sail bearing the fore topmast stay sail. Reeled course, main top sail on the ship. Latter half frame one long's, light steering 98, 26.4. 12.


Tuesday 3rd

Strong gale cloudy weather. Ship at close reefed topsails, foresail main spanker; foretopmast stay sail set. Middle part moderate 35. 45' South, breezy, pleasant wind. 27' 21' East. 1:30 set all sail, steering course 20. Latter part fresh breeze, cloudy weather, watch employed at running jib, about deck.

Wednesday 4th

Strong wind, cloudy weather. Latter part sails set, Middle. 8:30. Latter part the same, with rain.

Longitude 39. 21' 20' East.
Thursday Nov 5th 1837

1. Began with light winds fine
2. clear weather ship under sail
3. Dall whale near the boat
4. light airs and calms
5. 8 a.m. thin good breeze, a great
6. many whales in the ship's track
7. wind in sight, at 12 m. in sight
8. Whales near the boat, chased
9. them 24 ends

Friday 6th

1. Commenced with fresh breezy
2. pleasant weather ship under sail
3. full sail, boats chasing whales
4. at 10 a.m. going in, chased came
5. alongside at 2 p.m. lowered again
6. same process, chased with
7. 7, m. on whales appearance, midly
8. a few, later parts light, breezy cleary
9. weather ship under sail
10. read printed 6 o'clock night
11. topsails. At 5 a.m. Right whale
12. in sight, half board boats headed
13. down, soon after the other boats
14. made first and second time
15. went to windward and points
16. thick blood chased a little out
17. hour when the whale brought to
18. catch, boat winch, employed
19. remained one of the day, taking
20. whale alongside and making

21. 10 a.m.
Saturday Nov 7 1837

1 All these twenty four hours fresh breeze employed cutting the whale finished at 6 a.m. Latter part of the day employed boiling the whale

Sunday 8th

1 Begins with fresh breezes pleasant weather any quantity of fine bone

Monday 9th

1 Light breeze pleasant weather

Tuesday 10th

1 Begins with light breeze cloudy weather at 4 p.m. Right Whales sighted the boats, and several small Whales added, middler and off lesser part.

Latter partString short oil

Wednesday 11th

1 Begins with light wind pleasant weather

2 Reduced sail at night

3 Latter part String short oil

4 Steward
Wednesday Nov 11th 1857
1. Commences with light wind
2. Pleasant weather employed
3. Steaming down the ice, finished at
4. 5 P.M., one right whale in sight
5. Lowered the boats, gun, third
6. Mate shot one did not catch
7. Him, it proved short
8. Sea as usual. Middle is South
9. First fresh breeze pleasant with
10. Hot sail as usual at 8 A.M.
11. Quantity of whales in sight
12. Right Whales, Fin Backs
13. Lowered the boats several times
14. With out catching
15. Any
16. Laid at work in the hold
17. Shot 2 whales did not kill them
18. Note: Latitude 39° 07' 3

Thursday 12th
1. Fresh breeze pleasant weather
2. Several whales in sight
3. Without success. Middle 3 South
4. Boats wind weather the same
5. Reduced 4, made sail as usual
6. At 6 A.M. Right whales in sight
7. Starboard boat chased after
8. Being last two hours preceding
9. Middle, west boat stood by
10. Whale coming up smaller
11. Took him alongside at 10 A.M.
12. At 11 A.M. lowered the boats. The
13. Starboard boat struck, killed them
14. Took him alongside at
15. Remainder of the day chasing
16. Whales
Friday, Nov. 3, 1857

10° east wind, weather: the game.
1st. Two boats chasing Right Whale.
2nd. Bow boat fastened: killed him.
3rd. Northern long pipe: at 9 P.M.
4th. Commenced cutting the whale.
5th. Finished cutting one: at 9 P.M.
6th. Set the watch. Middle past wind.
7th. Weather the same at 5 A.M. con-
8th. Continued cutting the whale. Finished
9th. At 10 A.M. remainder of the day.
10th. Clearing up, deck, weather equally
11th. Cool.

Saturday, Nov. 4th

10° east wind, very pleasant.
1st. Another long pipe, bow of boat.
2nd. Two boats, Abbele.
3rd. Set the watch, light breezes employed.
4th. Bowing the bow, right under way.
5th. Tack during the day, full sail.
6th. French ship, Dr. Hald, cleared.

Sunday, Nov. 5th

10° west north, very pleasant weather.
2nd. French ship, Chas. B. Light, of New York.
3rd. Went on board at 4 P.M. Right
4th. Whale on light, lowered two boats.
5th. Did not fastened, Midle. Later.
6th. Light boat cleared for right.
7th. Whales, three, went out to one.
8th. Some죄드 missed hunting.
9th. All hands employed cutting.
10th. Ends.
**Monday Nov 16 1857**

- Today light breeze pleasant weather
- employed building repairing
- went to St Hilda's, latter part
- strong breeze gally weather
- reduced m. set sail as usual
- watch employed building gave
- not seen any right whales to
- day leaved.

**Tuesday 17**

- 2nd fresh breeze pleasant
- weather; Middle in Latter part
- strong breeze gally weather with
- some rain, employed building
- m. at 8 o'clock cooled down
- reduced m. set sail as usual
- on sail on right steering to
- eastward, sunds

**Wednesday 18**

- Began with strong breeze good
- weather ship under sail taffrail
- at 4 pm reduced sail for the
- night one vessel on right steering
- to the East Middle of Latter part from
- breeze cloudy weather, employed
- standing the odl to make

**Thursday 19**

- Today fresh breeze cloudy weather
- ship under sail, taffrail finished
- standing the odl at 3 pm Middle
- Strong breeze cloudy weather
- Latter part light gale ships
Friday Nov. 20th 1837

N. W. N. N. E. W. N. E.

1. Fresh gale cloudy, rainy, weather
2. Ship lay by at 3 p.m. One ship
3. Middle part strong, gale with
4. Heavy squalls with rain.
5. Another part more stormy at
6. 9 a.m. fire Amsterdam. Day cold, split
7. by the wind at 10 a.m. Came out
8. any signs of moderating southerly

S N.W. W. E.

1. Saturday 21st
2. Day clear. Storm ships lying
3. in the small of sail, very bad
4. sea running. At 9 p.m. moderate
5. gale pleasant weather. Wind
6. moderating until 6 a.m. then
7. commenced another gale
8. remainder of the day. Strong
9. gale cloudy, weather. Winds

N. W. W. E.

1. Sunday 22nd
2. Day clear. Fine weather
3. with moderate wind at 10 a.m.
4. Ship unable to sail for the weather
5. Boats bear down. Bower brace and
6. brace to the best boat, then were
7. ship lying very well on the lar-
8. board tack. Reduced to Luff past
9. moderate gale cloudy, weather at
10. am. Fresh breeze pleasant weather
11. set the courses and double reefed top-
12. sails. Set by Oct. 40° 39' 55"
13. Long by Chron. 34° 16' 8"
Monday  12th  Nov  1837

Wind  SW

Course to  N 23°  W 41°

1. Today light breezes, pleasant weather, heavy swell aft, first gale in middle, in latter part

Course steering course, compass

1. very near, course wrong, ruttering one

1. hour, ship in eight steering

Lat by Digit. 41° 14' 30"  Long by Chron 23° 04' 38"

Tuesday  24th

Wind WW N

Course  N 36° 42'

1. Began with fresh breeze, fine weather, employed setting up, lowering, rigging, middle part light

Course very pleasant weather ship under

1. whole topsails, steering course

Lat by Digit. 40° 29' 38"  Long by Chron 20° 28'

Wednesday  25th

Wind NN W

1. First part strong wind, cloudy weather ship with topgallant sail's

Lat by Digit. 39° 46' 33"  Long by Chron 19° 55' 38"
Thursday Nov. 26. 03.

Today, strong wind, milder in day. Rain, steer ing by wind, weather cloudy. Middle part, blowing a gale, weather equally with rain. Latter part, strong gale, cloudy weather, one sail in sight.

Friday Nov. 27.

First part, strong gale, cloudy weather, ship laboring heavily. Middle part, moderate gale, pleasant weather. At 6 a.m. set course in a whole gale, fresh breeze. Latter part, mild breeze, the same. At 8 a.m. put the ship on starboard tack, not being employed in making hemp, etc., etc.

Saturday Nov. 28.

Begins with fresh breeze, cloudy weather, three ships in sight. Clearing to the eastward. Middle part, strong wind, shortened 24 cblgs. by 11 a.m. Clearing gale. Latter part, fresh, gale, pleasant weather. Ship lying to under short tack. East 33° 15' Long. 75° 58'.

Sunday Nov. 29.

Today, moderate gale. Ship under the cranked lateen fore sail. Middle part, fresh breeze, commenced clock 1 a.m. 2 a.m. in the ship, at 70 a.m. main quad.

Laid out in the ship. Set 3a. 40° Long. 75° 58'.
Monday, Nov. 28th, 1837

Weather: Strong wind and cloudy

S

Tuesday, Dec. 1st, 1837

Weather: Clear, calm, and light airs.

S

Wednesday, Dec. 2nd, 1837

Weather: Strong wind increasing.

S

Wind: SW. Geo. 50°. L. 50°.
Thursday, Dec 3rd 1837

1. Began with light airs and cloudy, with 4-8. Ships under full sail steering course one tack in right direction to the 20. No tide. First came cutter 14 o'clock from Cape Breege, remainder of the day fresh and pleasant, steer by compass, sail full, made 40.1 at 11, 30.30.1.

Friday

1. Began with strong wind, fine weather, at 4.50 pm held head port North America of 8-1, kept 30.1, kept under full sail steering course until 4.30. then put ship under double reef, changed heads on the wind, North, strong, at 10 pm 2 pm and the wind a little course, weather foggy, at 9 am set all sails, weather clear, landed 9 at 13. 50. 45. 15. 16. 04. 08.

Saturday

Commenced with strong wind and another ship under full sail.

Middle part light and until 50 set sail hauled about 4 pm keeping fresh, after part light yesterday steering course with the wind at 20. 20. 2. 2

Sunday

To day light gale continued weather but

1. Running with main top galler set at 11.30. In kind increasing, strengthened, about 3 pm.

Past ships under kite, I rain to blow 1/8.

1. 30. 0. 2. 0. 2. 0. 2.
Monday Decr 7th 1857
Today clear sky and heavy sea
Gale, weather, middle part
Moderate gale. Latter part strong
Breeze. Ship in right steering to
the E
Employed repairing boat
Commenced setting sail at 6am

Tuesday 8th
Fresh breeze, cloudy weather
Shift under all sail. Moving course
Raid in right steering.
Middle part. Latter part fresh breeze
Thick hazy weather
Employed repairing boats
20 sound

Wednesday 9th
First part fresh breeze, generally
Weather at 8am, anchored
Bank Robert Morrison of N.B.
Obtained sparreate from home.
At 9pm, anchor, east, false lying
by main, sail, clear weather
At 10am, steering course, at 12pm
Hauled a back spray, till 3am
Then made sail, steering course.
Laid E

Thursday 10th
Saw fresh breeze. Hazy weather
Ship under all sail, until 10
Then round sail, middle part
Fresh breeze, clear weather
In the and
At 9am, put sail in the wind. Steering
Course, second head in right steering
To the E
Friday Dec 4 1837

1. Commenc'd with light airs clear busy.
2. 1/4 N. Calm, middle part light airs.
3. Calm, at 6 a.m. fresh breeze.
4. Fresh breez', foggy.
5. Weather ship under ordinary sail.
7. Fresh breez', foggy weather.
8. Comm'd.
9. 1/2 N. Calm.
10. 1/2 S.

Saturday Dec 5

1. Began with strong breeze, hazy weather.
2. At 12 m. 2 c.w. am, ship covered.
3. The boats fastened to large spars.
4. Whale after being fast from three hours (the whole men had to go near)
5. All the time the boat pulled and away she went, came alongside at 3 p.m.
6. Trimmed the yards to my course.
7. Satter part 2 a.m., 9 a.m.

Sunday Dec 6

1. Cloudy weather.
2. Until 4 p.m., then light breeze.
3. Remained of the day under course.
4. Sailing course.
5. 12 a.m.

Monday Dec 7

1. First part fresh breeze, cloudy weather.
2. Middle part strong wind & squally.
3. At 6 p.m. ship's under close reef'd tops'l.
4. Fore said high gale.
5. Satter part.
6. Same.
7. No observations this day.
Tuesday Dec 15th 1837

Today begins the light gale

Isually cloudy weather no change

made with sail, middle part

gale increasing at 9 am

with fine sail soon after but

then fine to fair, squally weather

ended at 10 o'clock

Long 6° 6' 48"

Wednesday 16th

Today gale squally weather

going 10, middle part moderate

gale cloudy weather at 2 am

made sail on the ship by 5 am

all sail and fine clear weather

employed breaking out weather

Dat by Obs 39° 35'

Long by crew 38° 54"

Thursday 17th

Commenced with fresh breezes

clear, pleasant weather, under all

useful sail, at 10 am

forward at 6 am, sailing at

steering course, better part fine

clear weather, 2 o'clock

Dat 40° 51'

Long 41° 35"

Friday 18th

Freshened, clear, pleasant weather

under full sail, ship in

light, steering S.W. close hauled

Dow 40° 51' 45.60"

Long 41° 35.40"
Saturday Dec 19th

Nw 636
Nw 636
Nw 636
Nw 556

Sunday 20th

Nw 636
Nw 556
Nw 556
Nw 636

Monday 21st

Nw 536
Nw 536
Nw 556
Nw 636
Nw 556

Tuesday 22nd

Nw 556
Nw 606
Nw 556
Nw 536
Nw 556

Today fresh breezes fine clear pleasant weather and all sail was full the Nw & O in company at 5 by Oct 42° 46′ Long 7° 26′
Wednesday 25th 1837

Wind N' E' w' 50°

1. Today strong wind, hoary weather.
2. Steered for the Middle Island, stood
3. Close in about 2 o'clock ran off to the
4. Broad, ten miles from the land
5. Saw eight whales, lowered the boat
6. Unsuccessful, went back and have not got day light enough to chase.
7. Middle part lying off on the Island
8. During chase. Sill being N 45° W. Broad
9. SW Middle, Bl40. At 8 AM about 12 miles, at 9 AM trimmed the sails
10. Moving to the broad weather thick
11. Hoary, ship under every sail driving
12. Course: Letter part light gale
13. Very thick fog, strong course under all mastsail, winds.

Thursday 26th

Wind N

1. Today light gale, thick fog.
2. Under all mastsail, steering
3. Course: Middle 10, Letter 10
4. At 10 AM changed the top all sail
5. Wind blowing hard, at 9 AM double
6. Needed the fore top sail, clearing
7. Gales at 11 o'clock. Set all mastsail
8. Total, wind backing 20 knots

Friday 27th

Wind N

1. Today fresh wind, thick foggy weather.
2. Ship with all sail set, at 3 o'clock
3. Changed, Middle 10, Letter 10
4. Wind clear, pleasant weather, ship had
5. Full sail, at 10 AM came away the
6. Spanker blown, course altered
7. Sailed for, South, 20 knots, Swell 6'
Wind N° Course 16 Saturday Dec 26 1857

1. Began with thick air and unpleasant
2. Weather thick under all sail and call
3. Middle part strong and weather over-
4. East, at 2 P.M. hauled the main top gal
5. headsail 1st. At 3 closing light gale.

Note: The topsail, in closing down
6. The main topsail on same yard by
7. Part two, remainder of the day
8. Sen. under sail, employed repairing
9. the eye, no ends, thick fog.

Sunday 27

1. Day light gale and moderating
2. Weather current, set main sail
3. Course, at 6 A.M. set light sail
4. At 11 A.M. finally weathered in
5. Light sail, then a port set them again
6. At 3 P.M. raised the land for
7. Miles ahead. There was just day
8. Light being some 40 miles off
9. Eastward of our recrossing西方
10. Fall immediately, hauled on
11. The wind, weather blown fresh
12. To sail before course. No ends

Isolation Island

40° 57' 41.5" 57° 41' 53.9" South

Monday 28

1. Day fresh gale lying to weather
2. Course 2nd very cold, weather bad
3. Div. Sail. Middle & Letter get
4. Much to same, at 6 A.M. were close
5. No ends.

Gally Ch. 47° 59' South

Ding by 60° 57' 18.8"
Tuesday Dec. 27th 1847

Today fine gale equally weather ship under every sail. Made part the same wind clear weather, after part fresh breeze pleasant weather. Made double reefed top sails, weather at 11 a.m. ice Right Whales & whales sail in sight.

Set 22° 47' 48" S. Long 46° 06' 02"

Wednesday 28th

Begins with fresh wind pleasant weather under double reefed top sails. Proceeds at 9 a.m. ice Right Whales in sight. Lowered the boat struck one Ice land. Boat from this landed by him, looked once again for other whales without success, jammed with the ship. Ice

No. 41. Middle part same. Letter from wind foggy weather. Hole the Julia 10 baleer No. 13 Long 7 North 83 degrees.

Received letters and papers from her.

Thursday 29th

Begins with light gale foggy weather. First ship under close reefed top sails. Middle part much the same top sail furled. Letter from clear weather light airs after 10 a.m. Fine fresh breeze cloudy weather.

Ice photo top sail on the ship. 11 a.m. Right Whale on right.

Lunched with hot soup. 2 meals 12 and 13 parts by sight.
Friday Jan 7th 1858.

1. Began with right wind shifting
2. President very high, well running
3. At 4pm light airs. Right under
4. sail, lowered boats Larboard
5. Lowered boats, soon after the other
6. two lowered, the larboard boat
7. struck; in short time turned
8. him on. At 6pm along side, near
9. whale in right lowered, but did
10. not go to any. Middle
11. part fresh breeze, fine weather,
12. At 9am hooked on to the whale
13. finished cutting the head at 10am
14. nearing a gale very bad cutting.

Satyday 2nd

1. Commenced with light gale, cloudy
2. weather, several volunteers right
3. Right whale, employed cutting
4. finished at 2pm, stove several
5. Middle, Middle part light gale, cloudy
6. weather, several whale in sight
7. under short sail employed boiling
8. Latter part light gale cloudy foggy
9. weather, de ends.

Sunday 3rd

1. Commenced with light gale, foggy
2. rainy weather, under long sail
3. boiling, middle part fresh wind
4. rainy weather, high under long sail
5. Latter part light and rainy foggy
6. weather, employed boiling, deends
Monday Jan 4th 1835

Begin with question and foggy weather under strong wind.
Middle part light and foggy weather until 7:30, then clear.
Set usual sail on the ship, several ships in sight, lying until 8 a.m.
Then finished with black smoke ends, with clerks.
Set by, Oct 24th.

Tuesday 5th

Foggy light air and cloudy weather.
Ship under usual sail. At 9 a.m.
Put the ship under strong sail.
Middle part light air and foggy weather.
Ship under strong sail. Lower part.
Much the same, employed skimming.
Down till 2 p.m. ends.

Wednesday 6th

Commence with fresh breeze.
Clear weather. Ship under strong sail, employed towing oil. Cut the North west, S. S. finished at 8 a.m.
Middle of Middle part fresh breeze, cloud weather, at ton set up until course.
Set by, Oct 24th.

Thursday 7th

To day fresh breeze from west.
Ship under usual sail, setting the
inward. Dolder in Middle part.
Wind foggy weather under which it was necessary, at 11 a.m. for 10 h.
Sailing along gently to wind.
Monday, Jan 11, 1843

1. Begins with strong breeze, fine weather
2. Chasing whales at 6.30 AM shortened
3. Last several whales in sight. Middle part tight, gale foggy, weather ship
4. Under close reefed topsails, several
5. Whales in sight, bowling. Letter past
6. Fresh gale at foggy. To end.

Tuesday, 12

1. Begins with fresh gale foggy weather
2. Under close reefed topsails at 1 PM
3. Aree ships middle, letter past
4. Fresh gale, kindly weather, soup
5. Whales chasing the day, winds

Wednesday, 13

1. This day fresh breeze, cloudy weather
2. Until 4 PM, blowing strong gale
3. Ships going to close reef main
4. Tighted fore and main. Gunner fired
5. Whales to right, 29 lbs. at 1 PM
6. Blowing very strong, turned the foretops
7. Middle part same, letter past moderate
8. At close reefed fore top sail, two several
9. Whales to port the boat 10 lbs.
10. Letter past. To end.

Thursday, 14

1. Begins with strong wind, fine weather
2. Came 20. Top sail at 4 PM saw
3. Whales chased the boats. First boat
4. Hurdled, thatstern. Put the whale
5. Very rough. Middle a little, letter past. Fresh
6. Gale ship lying under

Sunday 17th

This day began with moderate gale, cloud, weather under same as last, until 3 pm

At 4 pm, a gale, middle part fresh, gale, at 5 pm, finished the main sail, weather very

Gott's part fresh, gale set main sail at 5 pm

Frigates, land at Isle of Providence, 5 pm

Pigging, sworn in as

Monday 18th

Before, with fresh gale, Rebecca 24 ton sail, set

and the weather east steering ship to the wind

and for Island, land at 4 pm, on the harbor

12 hours, fifteen miles distant, middle part

and same contest, 9 am, very light, better

sail fresh, north steering for Port, norther

after land, 10 am, getting norther

off the bow, looking cable at noon, gales

whale, right turned, casts blank, on
Tuesday, June 19, 1834

Today, after a pleasant weather, sailing along side, commenced cutting at 12 P.M., commenced cutting at 12 P.M., finished at 7 P.M. Middle part light wind on opposite tack, until 10 a.m., then hauled away for Port Royal, arrived until 11 a.m., found the Bank Alert at anchor of N.S., 12 10 a.m.

Remarks.

From Jan. 7th to the 21st time lying at anchor in Port Royal. One of the many about Dedication Island proceeded with ship, came to it as a good harbor, being sheltered from all but light, nearly southeast wind. The wind in the E. side of the Island carves about N.W. from an island called a high island of land on a low-ridge running out to the S.E., a good wild vegetable can be obtained here a sort of wild cabbage and turnips not very good for a cow. This harbor is used by seal hunters as a depot to discharge provisions. The goods which they are unable to keep on board ship, while lying at anchor, they catch and some small deer of these, which with the one we got coming it made us very happy. On Wednesday, oil stowed down every thing ready for sea weighed anchor at 10 a.m. wind from the W. N.W. clear day, the boat at 1 p.m. heading clear of all the land the whole sail not over before four o'clock.
Thursday Jan 28th 1858

2. A t 28th, the time anchored in
3. Port Richey with a strong NW wind, set 2
4. single reefed topsails & concave larboard
5. tack ahead. 2 6 P.M clear of the Bay
6. 12 p.m. on right Mount Camel about two
7. miles distant, during 58, Middleport
8. and weather the same. 9 3/4 a.m.
9. 12th Congress of N. B. Satterfield, buggy
10. weather fresh and light variable.
11. 12 a.m. sighted one, 50 ends.

Friday 29th
1. Fresh bussy cloudy weather at 10 30
2.took the whale along side commenced
3. cutting, finished at 6 30, 21st the
4. watch, Middleport Satterfield storms
5. weather, evening, hand past the time
6. 12th Crypt a 21, 50 ends.

Saturday 30th
1. Light gale, bussy weather all the 30th
2. four hours remain, employed
3. boarding, ship on opposite tack, during
4. day. send party 22, 50 ends
5. whale in sight.

Sunday 31st
1. Light gale, cloudy weather, small to
2. build the whale, cooled down the fires.
3. Middleport Satterfield came 2d shift in, 21
4. Congress, Julius Caesar N.B.

Monday Feb 1st 1858
1. Moderate gale, lanced the boats at 7 15
2. though after buss of first about showers
3. took the line, three boats unable to fasten
4. whale being a regular runner.
Tuesday, February 24th, 1838
1. Light gale squally weather night.
2. In sight at 2 P.M. commenced boiling.
3. Again middle part bore, tacker first.
4. Fresh breeze, hale and drift. Kept two
   catches one the north and the other south
   from alongside commenced cutting.

Wednesday 25th
1. Strong wind. Finished cutting at 3 P.M.
2. A half in sight, employed boiling.
3. Middle part light gale employed.
4. Boiling, three sail in sight. Dropping
   the day, windings said. Latter part
   very rainy weather. At 12 M. clear, clear.
5. The forecast in account of bad weather.

Thursday 26th
1. Strong and squally rainy weather.
2. Middle part clear weather. Latter
3. Fresh gale stormy weather employed
   catching one all hands.

Friday 27th
1. Fresh gale. Spicy weather all day.
2. Twenty five hours, only considerable
3. Paid at 12 M., finished catching one
   with the catch in deck. Set on deck.
4. Dropping the day, 2 M. M. went to bed.

Saturday 28th
1. Moderate gale very squally at 2 P.M.
2. Halted the gale continued boiling
3. Middle part bore. No better the next day.
4. At 12 M. finished boiling. Cleared the
   three. At 6 M. set single rig. By night recovered
   a pound.
Sunday Feb 7th. 1838

Began with moderate wind from the S-S-S. S. Indeed several light gales. The wind then held which brought the ship alongside at 9 A.M. commenced cutting fish at 9 A.M. finished. Adopted and weather moderator.

Monday 8th

All three lines seconded. Thirteenth line lowered she was about Besswood into wind & went ahead about 3.45 P.M. later part dropped

Tuesday 9th

All three lines four hours fresh gale. Ship under improved at 10 A.M. finished cutting. Laid off every thing about deck ship in opposite tack. Cleared the day a ship on light & watch empty楼主scraping line 3.45. P.M.

Wednesday 10th

Blowing a fresh from the westward. Employing to an off short coach.

Mended part the 9th. Moderate gale at 12 M. Above in right. Watched one
Thursday Feb 11th, 1858
1 short 12 hour passage fresh wind cloudy weather
2 took whale along side at 10 am commenced cutting finished at 3 pm. Latter light
3 gale almost played stove down oil 2 cpl
4 in sight 2 sundays.

Friday 12th
1 today fresh gale cloudy weather, ship
2 under way hal employed stove
3 oil at 10 am finished stove in the household being all full but after that
4 been left for provisions, wind, learing
5 decks.

Saturday 13th
1 fresh breeze pleasant weather clean ship
2 under way paid at 3 pm commenced
3 running a way to the N. wind
4 ship in goodly weather clean decks
5 gale almost played stove down oil
6

Sunday 14th
1 Began with fresh breezy some pleasant weather awakens, light breeze with
2 vast breeze change of wind at 9 pm.
3 alter course for the land of Spain.
4 having got along a way to the N. wind
5 the last few day being clean deck
6 gale almost played stove down oil
7 wind fresh light very agreeable weather
8 at 1 am put in a mind and sail
9 lying with main-haul'd on
10 tenter hand in sight under
11 canvas on courses to the
Monday Feb 15th 1838

Wd 12

1. Began strong wind foggy weather

2. Strong wind & weather close, 0 A.M. the closer

3. Light braced the Barka, sartendo raked and raked boats over last three hours

4. Began close foggy weather, middle part

5. Light breeze foggy weather, ship under

6. Drove sail finished fogging at 3 P.M.

7. Latter part foggy, rainy weather

8. Employed steering between weather

Weather

Tuesday 16th

1. Fresh breeze foggy, rainy weather

2. Finished steering at 7 A.M., middle part

3. Wind from the same direction east.

4. Under canvas and downing the day on

5. Opposite tack, 20 seconds

Wednesday 17th

1. Fresh light and foggy rainy weather

2. Ship under canvass steering the

3. Day middle part fine, Letter pass

4. Foggy weather, light gale, cutters

5. Played fishing beat to bag from, ships

7. Closer

Thursday 18th

1. Light gale foggy weather, ship under

2. Slight sail at 3 P.M., wind from

3. Round Cumbard employed fishing beat

4. Middle part gale, cloudy weather

5. Light moderate gale, present weather

6. Ship under cloistered to bag all day

7. Opposite tack, 20 seconds
Friday, Feb 17, 1839

1. Today brisk wind pleasant weather
2. Sounding went off land in sight
3. Made no signal lading vessel alone. Middle part fresh gale with wind from land.
5. During the day, weather pleasant

Saturday, Feb 18

1. Fresh gale pleasant weather ship under
2. Sloop sail at 12 P.M. Land on right
3. Middle part thick fog. Wind under
4. Sloop sail standing off shore. Letter
5. Start fresh breeze foggy weather
6. 8 A.M. when the fog thick with some ship
7. On in short tack. At 12 on short tack
8. Again. 20 ends

Sunday, Feb 19

1. Fresh brisk foggy weather ship on ship
2. Short tack under single reefed topsails
3. Sloop sail, 9 A.M. tack on sail
4. For the night, Middle part light
5. Gale ship under single sail and 1.00
6. Weather foggy. Middle part light breeze
7. Clearer weather ship with main
8. 12 ship gallant and 1.00 for it, Remarkable

Monday, Feb 20

1. Light airs. Cloudly weather ship under
2. All mid sail sail at 8 A.M. the wind dies
3. In this weather, Middle part light and
4. Calm. Letter long wind clear pleasant
5. 12 and 1.00, ship gallant and 1.00.
Tuesday Feb 23rd 1858

1. Began with strong wind and pleasant weather at 9. Off light gale headed the ship and was 900 miles by 10. Middle strong wind.
2. Raised generation drums on the ship under way. Said to alter bower weather gauge.
3. Set course, watch employed baking at present, weather.

Wednesday 24th

1. Light gale very pleasant, weather ship with all generons ahead, atrom for light and moderate breeze. Middle.
2. Fresh very clear. Made dip under.
5. Clear pleasant land to right.
6. Made land to the leeward of 8.
7. Passed land. There is a hump to the wind.
8. Off shore took a shot in sight.

Thursday 25th

1. Began with light wind and fine and fair weather.
2. At 3 P.M. moderate wind ship in sight.
3. Came to. Bower hauled and left set.
4. Set, ship backed steered ahead to the ship.
5. After a great deal of hard labor were.
6. Began to walk along side of ship.
7. Wind, Middle, light wind.
8. Set course.
10. South. Brake clear weather set sail on the ship. 20 knots.
Friday 26th

1. Light wind, pleasant weather, not hot.
2. Gales wind, bad weather, clear, pleasant.
3. Reduced 20 miles, 5.30 pm. Middle course, calm.
4. Blowing the calms, light drizzle, clear.
5. Sudden, hard, light breeze, clear weather, unsteady.
6. Wind, fresh breeze, foggy weather, ship, dark.

Saturday 27th

1. Fresh breeze, heavy, making weather.
2. Leeway, sail, fast, clear, heavy course.
3. Blowing until 2 pm, then luffed to the wind.
4. Calm, the night being over.
5. Sailed, sight bearing on distant 12 miles.
6. At 10 pm, stopped, taking our account.
7. Wind, middle part light, heavy, dark.
8. Sailed, until 11.30 pm, then clear, but.
10. At 12 pm. Luffed, hard, light, dark.
11. Occurring, at 12.30 am, light to, 20 miles.
12. Calm, straight.

Sunday 28th

1. Fresh, very pleasant, not the wind.
2. Lying to regular 6 miles, 20 miles, clear.
3. Sailing at 7 pm. Finished, middle part.
4. Same, calms, weather hot, clear.
5. Endeavor. Calm, 10.35 am.
6. Calculated for 10.45 am.

Monday 29th

1. Fresh gale, clear, not the wind, clear.
2. Lying to 20 miles, 20 miles, middle part.
3. Moderate, light breeze, calm.
4. Wind, steady, clear, strong, steady.
5. 6 am, 20 miles, clear, strong, steady wind.
Tuesday March 3 1838

Broke with fresh breeze and steady weather, under main and foresails, finished at 6 P.m. after bearing west.

Middle hazy weather, fresh gale at 10 A.M. ice and clear needed for taffrail, with a hard shivering, watch employed cleaning and decks.

Capt. 48°. odd.

Wednesday 4°

Moderate breeze hazy, cloudy weather, first fine, second cloudy.

Middle part light airs and calm.

11 P.M. fresh breeze clear weather.

Ship made all sail at 10 P.M. strong breeze and no wind.

Bore north-northwest, light sail doubled.

Set by 6°. 48°. 10° South.

Long by 50°. 50°. 46° East.

Thursday 5°

Broke with fresh breeze under topsails and canvas, at 6 P.M. moderate breeze.

Pleasant weather.

Set topsail and sail.

11 A.M. Middle part moderate breeze.

Under all sail, Setter fair until light airs.

Fine clear weather.

Capt. 1°. 46°. North.

Capt. 6°. 46°. East.

Friday 6°

Light breeze at 1 A.M.

Light rain in.

Light blinded the boat, caught one at 5 P.M. had been alongside, commenced catching; at 10 P.M. finished on the other Middle.

Gathered light breezes, pleasant weather, employed tilling. 20 ends.
Saturday, March 6th, 1838

Light breeze, cloudy, weather, sky, under all light palls during the day, until 5 or 6, at noon fine for under ships and for the night. Latter part some rain, employed boiling all day.

Sunday

Before with strong breeze, hazy weather, employed boiling until 6, then finished. Middle part light and rainy weather, ships under many palls. Latter much the same employed strong oil, to end.

Monday

Before with light breeze, clear weather, ships under strong sail, boiling oil finished boiling at 3, the same time spoke the ship, kind of dry, sound home. Middle part strong breeze, clear weather, latter part light and clear weather, ship lying to an anchor in Sand straight. Mount Pleasant 10 miles distant bearing SW.

Tuesday

Fresh gale lying to wind going 20 or 30, weather clear, middle part strong gale, latter moderate gale, right chalk 1 beam. East by East 47° 54' South

Wednesday

Frost, strong pleasant weather at first

Recross, at 6, 47° 15' South
Thursday, March 11, 1858
1. Today strong wind raining very wet weather.
2. Ship under very little right whale.
3. Right whale in sight at 6 PM. All hands on deck.
4. Ship nearly out of sight.
5. Slight breeze and clear, place at sea.
6. Man got well. Spent a couple of days away from whale, boat
7. Boat struck and changed at 12 PM.
8. Took him at 11 PM. 2 cables.
9. Land in sight. Many vessels being in the 8 or more distant.

Friday, March 12
1. Night and pleasant weather.
2. Came to 8 PM. Middle part of night.
4. Upwards until day light. Then made for whale.
5. All necessary sail steering in two ends.
6. Land at 8 AM. Laid on whale.
7. Laid board boat got one at 11 AM. Took
8. Him alongside. The lower board boat
9. Then went in chase of other whales.
10. Night struck and another at 10 PM. Took
11. Him alongside, etc.

Saturday, March 13
1. Night wind pleasant weather.
2. Commenced hunting at 8 PM.
3. WM. finished the largest one, but
4. The watch at 6 AM. Laid on whale.
5. Other whale finished at 9 PM. Then
7. remainder of the day getting a whale.
8. Night, breeze, current.

[Sketch of fish]
Sunday March 14th 1855

A light breeze with a heavy sky, morning for St. Helen, at 8 AM cannot sail. Also anchor in St. Helen's harbor. 3 chases in the cutter room. Sea time.

Remarks: Came to an anchor in St. Helen's harbor.

Saturday March 18th 1855 Centre time with three chases in the hull room, rafted up. Bread put on board to make room on board. This day commenced boiling. 21st of March blueberry baked out. Oil all stowed. Bread and water all on board. Everything ready for sea. Undertook to take the anchor moral twice but as soon as we should get already to half the wind would rather haul on. Blow a gale over. 22nd found no still in St. Helen's weather.

Monday April 2nd 1855

At 10 AM sea time weighed anchor with a strong breeze sailed out.

At 10 AM anchor. Boats in to the northward. Clear of the land. Saw by the wind and sound doubles a single topsail schooner and a large two masted schooner. Used the large two masted schooner.

Chart and log.
Wednesday 3d

1. Begins with fresh gale, squally weather
2. Half under double reef topsails
3. Employed bending light cables, stretching
4. Middle part light gale, until 8 o'clock
5. Made sail set concerning, double reef topsails
6. Made sail set concerning, double reef topsails
7. Made sail set concerning, double reef topsails
8. Made sail set concerning, double reef topsails
9. Made sail set concerning, double reef topsails
10. Made sail set concerning, double reef topsails
11. Made sail set concerning, double reef topsails
12. Made sail set concerning, double reef topsails

Saturday 4th

1. Fresh gale, summer weather, wind in easterly
2. At 9 o'clock, took in fore reef topsail main sail
3. Closer reef main, topsail, bright, hot
4. Middle part light gale, until 8 o'clock
5. Mild wind, breeze against
6. 24 knots

Sunday 4th

1. Found wind, squally, at
2. 2nd watch, made sail set concerning, double reef topsails
3. 3rd watch, made sail set concerning, double reef topsails
4. 4th watch, made sail set concerning, double reef topsails
5. 5th watch, made sail set concerning, double reef topsails
6. 6th watch, made sail set concerning, double reef topsails
7. 7th watch, made sail set concerning, double reef topsails
8. 8th watch, made sail set concerning, double reef topsails
9. 9th watch, made sail set concerning, double reef topsails
10. 10th watch, made sail set concerning, double reef topsails
11. 11th watch, made sail set concerning, double reef topsails
12. 12th watch, made sail set concerning, double reef topsails

Monday 5th

1. Found wind, squally, weather with a
2. S'eed sea, 1st watch, made top half, set topsails
3. Made sail set concerning, at 6th watch, making sail
4. 4th watch, made reef topsails, hauled
5. 5th watch, main sail, at 7th watch, light
6. 6th watch, squally, close reef topsails
7. 7th watch, made sail set concerning, main sail
8. 8th watch, made sail set concerning, main sail
9. 9th watch, made sail set concerning, main sail
10. 10th watch, made sail set concerning, main sail
11. 11th watch, made sail set concerning, main sail
12. 12th watch, made sail set concerning, main sail

Long by chain 62, 60° 18' west,
Tuesday April 6th 1848

1. S. by E. Bore steady wind, weather clear and cold
2. All seamen well
3. Sail set and steering S. by E.
4. 5 P.M. 2 men about on starboard side
5. Middle part fresh breeze clear weather
6. Handled for light air to go to sea
7. Letter from ship, Head master, New York
8. A round about the ship, Bore steady
9. 10 A.M. Sailed, S. by E. Bore
10. All hands a topside
11. S. by E. Bore
12. 6 P.M. Cooler weather, ship steering S.

Longitude E.

Wednesday 7th

1. Bore light, fresh breeze, wind
2. Cloudy weather, ship under all sail
3. Full sail by the wind, Middle part clear
4. 4 P.M. Sailed, S. by E. Bore
5. 6 P.M. 3 men about on starboard side
6. 8 P.M. Sailed, S. by E. Bore

Thursday 8th

1. Fresh wind, cloudy weather, ship under
2. All sail set, Bore steady S.
3. 5 P.M. Sailed, S. by E. Bore
4. Middle part fresh breeze, cloudy weather
5. Letter from ship, Head master, New York
6. Employed in making funnel answers etc.
7. 6 P.M. Sailed, S. by E. Bore

Friday 9th

1. Bore light wind, clear weather
2. At 1 P.M. Sailed, S. by E. Bore
3. 3 P.M. Sailed, S. by E. Bore
4. Increased breeze, perfect clear weather
5. At 8 P.M., 10 P.M. Bore steady, rain
6. Sailed, S. by E. Bore
7. 12 P.M. Sailed, S. by E. Bore
8. All sail set, S. by E. Bore
Saturday, April 10, 1858

1. Beginning with fresh breeze, pleasant weather.
2. Wind, hauling 1st, doubling sail, then main
3. Middle course, 1st, latter part, light wind
4. Pleasant weather, ship under all sails.
5. 2dcl, steering course, all hands employed
6. Setting the lugsail, rigging, 2nd
7. Over ship the light breeze to the E.

Latitude by L. 52° 35' 50"
Longitude by L. 65° 30'".

Sunday, 11

1. Light belt, cloudy weather, ship
2. Under all sails, steers, Middle, 1st
3. Camp, steering 2nd
4. L. by O. 23° 16' 10"
5. Longitude by L. 65° 30'".

Monday, 12

1. Beginning with fresh breeze, cloudy weather
2. Ship, under all sails, 1st
3. Middle course, the same, latter
4. Strong breeze, steering, employed
5. All hands washing, 1st

Latitude by L. 52° 35' 50"
Longitude by L. 65° 30'".

Tuesday, 13

1. Beginning with fresh breeze, pleasant weather
2. Rigging top sail, in the lugsail sail
3. Middle course, under all sails
4. Strong breeze, steers, latter
5. L. by O. 23° 16' 10"
6. Longitude by L. 65° 30'".

Longitude by L. 65° 30'".

Wm. Johnson (22-29) Wm.
Friday, April 14, 1838

1. First part fresh breeze with calms.
2. All set steering course. Middle
3. Part much the same. Light
4. Variable wind, generally rainy weather
5. Light on light sail. Employed washing
6. Chips on side, seconds

Saturday, April 15

1. Began with light baffling wind
2. Quietly rainy weather. Employed
3. Washing ship. Middle part light and
4. Pleasant weather. Bathe came, employed
5. Washing ship, seconds, seconds

Sunday, April 16

1. Light air, pleasant weather all day
2. Buoy fourteen, home, at 10 A.M. Savannah
3. First affray by the light with cut a canvas
4. Wound employed washing ships, etc.

Saturday, April 17

1. Began with light trade and wind
2. mindset sail. Moderately and Partner
3. Leave, at 10 A.M. replicas light bearing
4. About 8 and about 70 miles. Course the
5. Dollars pleased for the land, 70 seconds

Sunday, April 18

1. Light breeze present weather steers
2. For the harbour, being on the back of the
3. Island, at 6 P.M. light breeze in sight of
4. The harbour, three small vessels of the
5. Ind 6. Light breeze being upon the whole
6. PS to the land.
Sunday 18th April 1838

The brig was being the anchor near the main island of the Island 7, coming from the eastward. Returned to duty by day. Tables first light. Vault of those working up to the 1 anchor at the Bell Rock at first 8. Davis came after the Joke came on board, all being well liberty & came amongst both the shore parties. In the remainder of the day cleaning decks in 

Remarks at Port Louis

Came to anchor at the outer harbor at 11 AM on the 18th of April at the Bell Rock until the 19th then took our anchor when the风暴 too and went to the inner harbor amongst the Ladies of the shipping. Lay until the 27th of April commenced discharging coal having which time to work on the rigging. The 27th commenced discharging our cargo on board the Aberdeen Brig. Centaur Capt. Miller, on the 18th of May had the brig steamed full down 1000 tuns sperm and while the men were on deck another 22nd hauled round to the lower decks did not go on until the 25th and the first port gun and a very light of the corner of shore in two days and went off on the 25th hauled up to an old ship and made sail and settled at 5:00. On the 8th I got my discharge from the brig and got a job on board the Panama Bank 1st Aug.
Journal on board

Bark Pemelio

of New Bedford

June 1st, 1838
Wind E'ly.  

Tuesday, June 1st, 1857

10. Weather calm at the Bell Bay
11. Part cloudy. Slight breeze at the right. Fine weather at 10 AM, light winds all day as ends.

Wednesday, June 2nd

All day twenty-four hours. Slight hazy air and calm. No wind. Ship under all canvas sail, employed in painting boat, 2nd deck.

Friday, 3rd. Thursday

Begins with light air and calm
4. At 5 PM took in heading sails. Heading 9th. Part calm, slight light hazy air. Sails several and in sight. Berth
5. Island in sight bearing N about 30 miles distant. Employed sending flag 2nd
6. Sails, hands

Friday, 4th

Begins with light hazy air and calm. Weather several sail in sight. Berth
5. 20 m. due to the West 6 PM fresh wind from the N. Close hauled. Heading 9, Slight hazy air. Employed sending flag 2nd
6. Sails, hands.
Saturday, June 5th, 1858

1. Begins with fresh wind pleasant
2. Weather under all usefull sail clear
3. Handled, and now mainmast, middle part evenly, Gabel same variable
4. Wind, under easy sail do order
5. Gabel by Oct. 28° 22' 31''
6. Longitude by Carr. 55° 38'

---

Sunday 6th

1. Begins with strong breeze cloudy
2. Weather ship under easy sail, wind
3. Rain then, wet all sail
4. Middle part much the same with a
5. For rain, equally, Gabel part light
6. Wind, pleasant weather, 2nd. ends

---

Longitude by Oct. 32° 52' 58"
Longitude by Carr. 44° 51'

---

Monday 7th

1. Begins with light wind pleasant
2. Weather ship with all useful sail
3. Middle part same, Gabel part light
4. Wind, pleasant weather, under useful sail
5. 2nd. ends

---

Longitude by Oct. 22° 29' 53"'
Longitude by Carr. 53° 6' 8"

---

Tuesday 8th

1. Begins with light wind pleasant
2. Weather ship, all useful sail 1st
3. Wind, middle part much the same, 2nd.
4. A.m. then light breeze haly 2nd. nothing
5. 4th. 2nd. Sturdy course, 2nd.
6. 7th. 2nd. Wind by Carr. 20° 47' 58"
Sunday, June 9th, 1834

Thursday, June 13th

Friday, June 14th

Saturday, June 15th

End of June, 1834

Wednesday, June 16th

Observation.
Saturday June 13th 1856

1st

Wash. 1. Began with go to trade wind southfall.
2nd

Wash. 2. Another ship with all her stores
3rd

Wash. 3. Bade set, came off the right that
4th

Wash. 4. was yesterday, Middle part Danner,
5th

Wash. 5. Latter fresh trades, fine weather

More temperate at ends.

Compass North 28° 33°.4
Long. Galway 42° 14° E

Monday June 14th

Wash. 1. Began with go to trades gentlefull
2nd

Wash. 2. Weather ship under all sail, came
3rd

Wash. 3. Half in right gainnd in her
4th

Wash. 4. Can see her courses, Middle part much
5th

Wash. 5. The same, latter same gainnd slower
6th

Wash. 6. On the sail in right, French ship in
7th

Wash. 7. Right on her board beam, steary about

Wash. 8. Ends

Long. Galway 28° 28°.1 East
Compass 37° 38° East

Tuesday 15th

Wax. 1. Fresh trade wind, pleasant weather
2nd

Wax. 2. French ships passed me steering with
3rd

Wax. 3. But now founded in the ship.
4th

Wax. 4. Middle and latter part good trade
5th

Wax. 5. Wind bastfall weather, ship under
6th

Wax. 6. All sail, gaining on coming up.
7th

Wax. 7. With our friend who bad been in
8th

Wax. 8. Freight several days, to ends

Long. Galway 30° 16°
Compass 39° 38° East

Bounded around Cape
Good Hope
Wednesday, June 16, 1838

8 ½ 6
W ¾ N
4
Middle part the same wind, weather, one sail on right, strong

8 ½
W ¾ N
4
same

8 ½
W ¾ N
12

Thursday, 17

8
W ¼ N
1 Comminces with fine trade, beautiful weather, ship under all sail, employed
4 setting up rigging, no. Middle part fresh, weather, Calm, | | ¼
8 wind and weather under all sail, same with
12 ship in company, as the wind increases
4 the gales come on, employed coming
8 cast up present deck, foredeck
10

East

6 ½
W
1 Friday, 18

6 ½
W
1 This day first, first fresh and good
4 weather under all sail, ship in com-
8 lue wind, middle part fresh
14 breeze until 10 AM, then light
4 airs on baffling, Latter first light
6 baffling airs

East side

6 ½
W
15
6 ½
W
Saturday, June 19th 1498

1. First part calm + light airs + boshing
2. Touch ship still on right, middle part
3. Boshing and cloudy weather. At 6 am
   Set new top galley weather. At 7 am
   Double reef the topsails and main
east.
4. Double reef the topsails and mains.

Sunday 20th

1. Begin with light gale, cloudy weather. At 3 PM equally and rainy
2. reefed the topsails, running under east
3. Helped topsails and forecast. Touch
4. ship still in company, middle part
5. and weather the same running under
6. going sail. Latter part amended the
7. course to progress fresh
8. Touch ship very near out of sight
9. ahead, at anchor.


c.

Long by chron 23° 20'

Monday 21st

1. Begun with strong wind + 22 knots
2. and then at 2 PM set both tops.
3. till gale sail. Middle part fresh
4. breeze + equally, ship under easy
5. sail until 6 am then at topsail
d. Deeds. Latter part much the same
6. until 11 am wind heading
7. at 12 pm ship handled on the wind
8. Touch 2 sail square + steering
9. for 
10. Long by chron 26° 23'
Tuesday, June 22nd 1858

1. Commenced with light wind, cloudy.
2. Navigated under all sails until 10 a.m.
3. Wind northwest.
4. Adrift on larboard tack, heading.
5. Into the northeastward.
7. Close hauled on the wind.
8. About ship heading to the northeastward.
9. Distance to Cape Horn 1,212 leagues.

Wednesday, 23rd

1. Light wind, pleasant weather.
2. Close hauled on the wind.
3. larboard tack.
4. About ship, heading to the northeastward.
5. Light wind, cloudy weather.
6. larboard tack.
7. Light wind, cloudy weather.
8. Close hauled.
9. larboard tack.
10. About ship, heading to the northeastward.
11. Latter part wind and weather.

Thursday, 24th

1. Began with light wind, pleasant weather.
2. Close hauled on the wind.
3. larboard tack.
4. Light wind, cloudy weather.
5. larboard tack.
6. About ship, heading to the northeastward.
7. Latter part, light, hilly, wind, good weather.
8. Distance to Cape Horn 1,319 leagues.

Capt. C. 35°, 34' 55"
Capt. C. 17°, 34'
Friday, June 25th 1838

1. Began with light baffle wind and
2. night 40th light breezy, good clear weather.
3. The same ship in company with
4. was with us a few days ago, sent back
5. along side to inquire the longitude found
6. both to agree, as are now in the
7. Atlantic Ocean once more. Middle
8. part south wind and cloudy weather.
9. under all sail. Latter part strong
10. wind, they in light boat up
11. main royal yard and topgallant:
12. standing sail and lower stands
13. Lower yards

Latitude by Chron 34° 23' S

Concluded by Chron 15° 15' W

Saturday 26th

1. Begins with strong wind cloudy
2. weather shift under all sail. Island
3. night strong breeze, cloudy rainy weather.
4. At 11 passed one of the South shanties
5. a mile off; it was a steamer with the
6. punishment out of order at 24 degrees
7. as she was under all her sail and
8. the Union Jack, called it a steamer
9. which left Maitland on the 1st of June
10. with troops for England. At 4 a.m.
11. but their work with out steam,
12. Lower part fresh, very moderate
13. towards noon

Latitude

1. 34° 26' S
2. 13° 53' W
Sunday, June 27th 1838.
1. Communes with light breeze, pleasant.
4. Weatherfresh under all sails.
8. Wheat employed standing up to the cable.
11. Midday at 4 P.M. Calm. Middle part
12. Light and misty. 4 A.M. then fresh
11. 1 A.M. then light backing and misty.
12. Wind, so unlike.

Distance 69 miles.

Monday 28th.
1. So day, first part light and cloudy.
2. Weather, at 6 P.M. fresh breezy, squally.
4. Weather and handed, put 150. on the
6. Quarter tack. Middle part good breeze.
8. Cloudy, weather under 2 1/2 square sail.
11. A.M. Bitter that squally and
11. Fresh breeze. I had in sight our
11. Old companion. A. Trumpeter,
11. Watch employed send up the sailant
11. Yard backing and setting the topsail
11. 40. on deck.

Distance 69 miles.

Tuesday 29th.
1. Begins with light breeze, calm.
4. Weather fresh under all sails, wet.
8. Clouds employed standing out. Stood
11. Out to wind and 20. B. We corked
11. Light and pleasant weather until 6 A.M.
8. Then good breeze in cloudy weather.
11. During breeze, equally. I held in light.

Distance 69 miles.

Compass 3° 28° 49.  
25° 20° 6.'
Wind N. Current Wednesday June 26th 1858
1. Commenes with strong breezes.
2. Equally weather windward and
3. Calm in sight steering home.
4. Middle part strong breezes equally
5. Weather wind to NW then gave
6. Equally weather to wind

Thursday July 1st 1858
1. Begins with strong breezes.
2. Equally.
3. We sail on right steering home.
4. Have left our old companions.
5. Part of right stern, middle part.
6. Fresh breeze cloudy weather.
7. Fresh breeze.
8. Equally weather.

Friday 2nd
1. Begins with calm.
2. Calm.
3. Middle part light breeze.
4. Pleasant weather.
5. Strong breeze.
6. Mending sail.

S. H. Helena
Saturday, July 3rd 1838

8. 8  
N.W. N.

Begins with the top pleasant weather ship under all sail.
Middle part fresh breez cloudy weather.
Latter fresh breeze pleasant weather.

8. 4  
N.W. N.

Note that employed making shingaron hands.

8. 12  


Sunday 5th

8. 8  
N.W.

Begins with fresh breeze Trade wind.
Middle part squall.
Latter part pleasant.

8. 12  


Monday, 5th

8. 8  
N.W.

Begins with fresh Trade wind cloudy.

8. 12  


Latitude 49° 28' 21.5" Longitude 68° 34' 7.3"
Tuesday July 6th 1858

1. Began with strong trades and equally
2. Weather ship under all sail.
3. Middle part strong and cloudy
4. Equally weather.
5. Letter Brief
6. Departed at 9 A.M. the Island
7. St. Helena in sight bearing N. distant
8. 20 miles at 12 M. bearing NNE about
9. 16 miles distant saw on ship north
10. Not to be a calmer weather equally
11. massacre strong. Watch employed
12. Morning still as ends

Got of St. Helena 15° 55' South
6. 5° 45' West
7. Harbor situated onthe North Side of
8. The Island around the bluff where
9. The fort to the Eastward of the town
10. 15° 57' 5'
11. Long by 10 M. 6° 02' 40"

Wednesday 7th 1858

1. Commenced with strong trades
2. Coldly, with slight rains, equally
3. Under all sail, St. Helena in
4. South west 4° 30' W. Bears of land
5. One bottle of Porter. Middle part
6. Light wind cloudy equally weather,
7. Letter part fair to the wind,
8. I employed the watch this night in
9. The rigging. Lettering
10. 8° 50' 15'
11. Long by 08 M. 8° 1' 40"
Thursday July 8th 1838

This day light S.E. wind pleasant.

Weather exceedingly a light rain, equal.

Sea calm and smooth. Middle part fresh.

Breeze equally weather.

Fresh wind equally weather.

Employed watching the rigging, wind.

Latitude 16°08'46"11' N.

Longitude 1°15'36" W.

Distance by Midd. Long. 143 miles.

Friday 9th

Begins with fresh trade wind and

Fresh - weather, sky clear, all well.

Middle part light and squally weather.

Squall past light wind good weather.

Employed at work in the rigging.

Latitude 16°08'46"11' N.

Longitude 1°15'36" W.

Distance by Midd. Long. 143 miles.

Saturday 10th

Commences with light trade wind.

Pleasant weather, under all sail.

Middle part fresh breeze, pleasant.

Weather, middle part fresh wind.

Fine weather, employed at work in the rigging.

Latitude 16°08'46"11' N.

Longitude 1°15'36" W.

Distance by Midd. Long. 143 miles.

Brought Home.
Sunday, July 11, 1858

Wind N. S.

First twelve hours fresh breezy and pleasant weather, ships under all sail.

Middle part fresh breezy. Calm.

Weather, calmy. Latter part strong winds and cloudy weather.


My Lord busy.

1100. 1. First twelve hours fresh breezy and cloudy weather. Ships under all sail.

Latter part fresh breezy to rain.

Sailing down the day, watch employed lashing the rigging, etc.

Cat. by Oct. 18. 20th. Distance by Green 20. 35th. Distance by Midday 154. 10th.

Tuesday, July 12

First twelve hours fresh breezy.

Pleasant weather, occasionally a few light squalls. Latter part fresh.

Cloudy weather. Ships under all sail, watch employed at same in the rigging.

Wednesday 14th

About twelve hours square trade wind
and generally a little rain.

With wind under all sail.

Later, west, squally, clouds.

Weather, still, square, and light

Thursday 15th

Fifteen hours light trade wind

Pleasant weather, ships under all sail.

Saw a Brazilian Bill Turner.

Weather, light.

At anchorage and setting the rigging.

Found the

Friday 16th

Begins with light trade wind, pleasant

Weather, ships under all sail.

Ends with light and pleasant

Weather too calm in light trade

In the day were a Touchman

On board at work in the rigging.

Caught by Curr. 6° 38' South

Saturday 17th

On board 12
Saturday, July 18th 1838

58° N. 40° 30' W.

Wind SW. Cross W.

1. west trade near, light breeze or trade
2. under, one sail on right
3. Latter part light trade wind and
4. fine pleasant weather, ship free
5. all sail, employed setting down the
6. lower gaff, one sail in sight
7. Proceeding to South west to evening
8. Latitude by Obser. 29° 30' 30"
9. Longitude by Obser. 31° 51' 31" West
10. Course by M. Ball 35° 56' 10"
11. Distance by M. Ball 750. 33"

Sunday 19th 1838

58° N. 38° 35' W.

This day commenced with light
1. trade and pleasant weather, one
2. sail in sight. Latter part
3. wind made the same and sail in
4. sight. Ship under all sail, see
5. a lump back whale now for him
6. melted our course again, 2c ends
7. Latitude by Observation 1° 38' 30"
8. Longitude by Chronometer 33° 34' 30" West
9. Distance worked by Clock by M. Ball 50. 15"

Monday 20th

58° N. 40° 10' W.

First part fresh trade and pleasant
1. weather, high under all sail.
2. Latter part fresh and pleasant
3. weather. Watch employed raising the
4. main rigging, 2c ends
5. Latitude by Obser 6° 15' North
6. Longitude by Obser 35° 15' West
7. Distance by M. Ball 671. 100"
1853

Sunday, July 21st

This day began with fresh trade and pleasant weather, ships under all sail. Middle and latter part of fresh trade. Baked at
12 o'clock in the rigging at anchor.

Latt by Obs. 2° 12' N. Long. by Comp. 37° 30' W.

Wednesday 21st

First trial hour, fresh trade and wind. Cloudy weather, ships under all sail.

Latter part fresh trade and cloudy. Wind

Rain squalls. Wind

Latt by Obs. 4° 11' N. Long. by Comp. 37° 22' W.

Thursday 22nd

Begins with fresh trade and cloudy. Usually calm weather, ships under all sail. Baked. The last three or four times

Latter part calm and weather the same.

Latt by Obs. 6° 15' W. Long. by Comp. 48° 32' W.

Friday 23rd

First trial hour, fresh breeze a part.

Latter part light and cloudy equally.

Latt by Obs. 7° 35' W. Long. by Comp. 40° 37' W.
Saturday July 24th 1838

Begins with light and cloudy
4 place weather ship under all sail
5 middle part lighter, bawling calmly
8 rain squalls, latter part lighter
1 bawling airs, calm, ship under all sail until near noon squalls at interval
8 among the day

No observations this day.

Sunday 25th
All day twenty four hours calm, bawling
4 wind and calm with few rain squalls, most the day fine, pleasant
6 motion and with no sign of
4 study breeze

Latitude by Oल. 8° 42' North
Longitude by Board 41° 07' West

Monday 26th
All day twenty four hours calm, bawling
4 wind and calm with few rain squalls, ship made
11 about eight miles to the north in 8 all day
6 ends

Latitude by Oल. 8° 35' 40' North

Tuesday 27th
Begins with light airs and calms
4 with rain squalls, middle part
6 light bawling airs and calms, with
8 rain squalls, open waters about
10 the ships playing around for about
2 two hours during the night did not
1 seem to care amain about the ship
2 as is generally the case they are
4 frightened as soon as they get up, after
6 of evening a head wind at night and
Wednesday 28th

1. Began with light airs and cloudy weather
2. East under all sail. Middle part
3. light and cloudy weather until 2 a.m.
4. Then light airs with rain squalls
5. Latter part, light airs and calm
6. With some rain squalls at times.
7. Latitude by Obs. 10° 13'.
8. Longitude byCalendar 41° 30'.

Thursday 29th

1. Began with light airs and calm.
2. With light rain squalls ship under
3. East wind, all sail. Middle part.
4. Presently 2 a.m. Then light and cloudy weather.
5. Latter part, continue breeze.
6. Cloudy weather, set all sail of any
7. West, all as ends.
8. Latitude by Obs. 10° 51'.
9. Longitude by Calendar 43° 30'.

So Bermuda, 1242 miles sail from the 30 days work.
Friday, July 30th, 1838

Weather: Fresh trades cloudy, weather brisk, under all sail full, well heading clear to the north, trades blowing well from the north.

Latitude by Observation 12° 24' N
Longitude by Chronometer 48° 10' W
Distance by Middell 1st 105 miles

Saturday, August 31st

No trade, twenty-four hours strong.

Weather pleasant, all sail with a leading wind.

Latitude by Chronometer 14° 34' N
Longitude by Chronometer 48° 10' W
Distance by Middell 2nd 263 miles

Sunday, August 1st, 1838

No trade, twenty-four hours strong.

Weather, all sail set with a leading wind, easily employed in reading "Flora and Fauna.

Weather, all sail, the book is quite to my liking, 20 miles.

Latitude by Chronometer 15° 20' N
Longitude by Chronometer 48° 10' W
Distance by Middell 3rd 164 miles
Wednesday, August 27, 1833

1. Began with light trades, regular weather, ships under all sail.
2. Middle front, fresh trade, cloudy, some rain, little rain, sea clearing the day.
3. Several vessels sweeping the bay, work at various jobs.
4. Left by Oblique 91° 58' North.
5. Long by Oblique 55° 38' West.
Thursday August 3rd 1838

1. Began with brisk trade and cloudy weather with squalls of rain at intervals. Middle part light trades, pleasant weather,
2. Latter part brisk trades & rain squalls, Wind under all sail during the day employed painting the cabin below and share on deck.
3. Latitude by observation 25° 09' 10".
4. Longitude by Chronometer 59° 45' 10''.
5. Distance as reckoned by Log 152 miles.

Friday 6th

1. Began with light trade cloudy.
2. Equally weather, time rain squalls, Middle part smooth the same, latter brisk.
3. Light baffling air and variable winds brought all sail on, most of the day trimming the yards.
4. 8 oclock sailing to the West by South 26° 25' North.
5. Forb'd by crew 60° 59' West.

Saturday 7th

1. Commenced with light airs.
2. Cloudy weather, middle part brisk baffling airs and calm employed painting.
3. Killed a fish, 22 pounds.
4. 8, 10 at 12 Obs 26° 31' 30"
5. D'ing by Com 61° 43'.
6. 12.
Wednesday, August 11, 1838

Committed with light wind.  
1. Clear sky, equally, weather some rain
2. Middle part, fresh breeze, until
   11 am, then light, and heavy rain
3. Squally reducing sail in the
   1. Squally, and SH again when
4. Passed over at 3 am, steady breeze
5. Cloudy weather, latter part
6. Light baffling wind and strong
7. Squally calm and rain very
8. In the vicinity of Bermuda
9. Wind
10. No observations to day

Thursday, 12

1. Began with light baffling wind
2. Little rain, ships 2 degrees
3. In light current to the S.
4. Killed 2 ships, middle part light
5. Wind cloudy weather until
6. 8 am, then equally wind
7. Baffling through all light and
8. Double respecto the spreads
9. Latter part light, baffling wind
10. Employed setting sail, 2 o'clock
11. East by N. 32° 30' North
12. Off by N. 67° 25' West

New Bedford

5° 7' 15" west.

Miles Seaward
Friday August 13th 1838

1. Began with light and steady breeze and
2. Cloudy weather, sky under all cloud
3. Several rain in sight
4. Middle part light steady breeze
5. Cloudy weather, lighter part
6. Light wind at 9AM heavy rain
7. Squall wind same, seconds
8. Latitude 0° 33° 50' N
9. Longitude by Chron 19° 13' W
10. Distance run today 147 miles

Saturday 14th

1. Began with light and breezes
2. Generally weather, Middle part
3. Cloudy weather under cloud
4. Slight립 비, 기후로 헛갈리기
5. At 6AM got all sail again
6. Weather cloudy, lighter part
7. Fresh breeze cloudy weather
8. No sign of thunder or lightning
9. The day fine and windy
10. Day for the last week, succeed
11. South by Chron 19° 13' W

Sunday 15th

1. Began with light wind and clouds
2. Weather, middle part fresh breeze and
3. Steady until 12PM then light baffle
4. Wind in the little rain. Lighter part
5. Light baffle wind rain chiefly
6. Weather during the day shortened
7. Fair and pass again as the weather
8. Looked or appeared, several sail in sight
9. Weather for the coast and others to the
10. Distant thunder again the day 
11. The wind steady about ENE Temperature Of the weather about 55°
Wind S. by E. Course N. by W. Monday August 16th 1838

1. Began with light breeze, cloudy
2. weather fair rain squalls,
3. Middle part light airs and
4. cloudy weather some distant
5. thunder and lightning.
6. Middle part light air and
7. calm on the Gulf Stream
8. we proceeded to the Ferry Point
9. have not had land enough to
10. hold us against the current from
11. about twenty miles to the S.
12. with the stream, several small
13. vessels on right hand, in to
14. the coast, a great many birds
15. about,rend clamor to
16. got home

Latt. 37° 40' Long. 67° 05' W.

Of Tuesday 17th

1. Began with light belling airs
2. and calms, pleasant weather.
3. Middle part much the same
4. latter wind and weather the
5. same 2 p.m. more on right,
6. touch the current of the Gulf Stream
7. to do by taking a large deck
8. 22' land from a boat 1/2 is a
9. mile from the ship to the land
10. 75 fathom below the surface of the
11. Ocean an empty bottle was attached
12. to the line just above the lead, could
13. as light as dealing with ice could do it
14. we found the current setting N.
15. and our empty bottle full of water
16. tested the temperature and found it
to be 10' cooler than at the surface, being 70' below the
17. surface & 52' at the surface and the air 84' in degree
Wednesday, August 18th, 1858

Begins with light airs and calms.

pleasant weather. 2 schooners in sight, 4 miles distant.

the nearer schooner about 4 miles distant, returned at 4 p.m.

the schooner was the State of Maine.

We took in station 4 small sperm.

Whale, 33 miles out, with 20 other. All told bound home, received 2 cable as May 1857 at 6 p.m.

light northwesterly breez.

Middle part sunny, until 11 p.m.

wind southerly, at 3 a.m. already.

breeze. Slight part. gentle breeze.

weather. Clipper Bark cloth to steer.

W & W N N.

Latitude by Obs. 58° 57' 00".

Longitude by Green 68° 24' 00".

Distance to day 54 miles.

Thursday, 19th

Commences with light breez.

pleasent weather. Partly under all sail. Middle part light wind.

Cloudy weather. Slight part light.

gentle breeze pleasant weather.

employed clearing overboard the day before. Per cent killed.

Latitude by Obs. 39° 24' 00".

Longitude by Green 69° 40' 00".

New Bedford

about 1600 miles distance.
Friday August 20th 1838
Commences with light airs cloudy weather and 1/2 P.M. then green grains
A middle part basking wind clouds weather little from light basking
And a great many sail in sight
Sighted the Louisiana today
From New York Dutch Volgy
Bound to Holland. No. ends
Latitude by Oct $39^\circ 43'$ North
Longitude by $9^\circ 12'$ West

Saturday 21st
Commemes with light airs and calms close hauled in the wind
Several ships and smaller vessels
in sight bearded the horizon
From hence one month and mean
toon days bound to New York
No land part light bays bays and fair wind under all sail flourishing
Course weather much the same
At 8 A.M. sighted the land weather cloudy and bergy. Supposed the
land to the Block Island, slaving about 28, for New Bedford,
at 1 P.M. clear day took a signal
being then about 40 miles from Block
at 9 P.M. clear off the light at
the ships from which which in sight
bound in same ahead and
action. At 3 P.M. clear the light on
and clear on board steering for
Ronde Island, nearest islands about
10 P.M. and 5 1/2 Midnight at
Ancher on Woodlands River
Where Ramure Island, built 24th & 14th Dec. 1710
Mr. 1838 Journal on Board
Ship John Hiland of
New Bedford

Capt. Alexander Hilden
1st Officer George Bates of Con.
2nd of Burt F. Pierce of Wash.
3rd George Parson of Main.
4th Henry Whel New York

Wells Warren Henry Benson and
Fredick Proctor Frank
Edward Temple John Hilden also in inf.

James Bell Stephen Berrett
Libby. H. Willey
Squires
Murd Mann
John Bates
George Ted.
Samuel

Hattins
Wiring
New Bedford Oct 12th 1838

At what & 6 o'clock time parted from friends at home & started for Acadian Wharf arrived there before the time to start pilot boat away; at 7 AM Captain arrived left the boat at half past with Captain Third and myself on board with myself belonging to the ship John Healand then lying clean off Clarke point brother Andrew and Concen

Park Healand accompanied me to left the boat with a light NE wind weather cloudy time we arrived alongside of the J H at 8 AM time breeze instant Pilot on board and all hands belonging to the ship company the anchor had short sail casted and steered home as soon as we lighted on deck the anchor was weighed till sail mast headed got up all cleared hank and main braces full in larboard tack to cast the ship to larboard at 11 AM we were underway clearing out Buzzard Bay with a good NE breeze with every thing set from course to topgallant sail, and steering all the time, at 11 AM off Buzzardhead Island shortened sail soon after for Pilot boat to come along side at nearly 12 AM heffett the hanked about pilot boat came along side took pilot & friends and started for Bedford and we turned the pile and steered out the Bay at 12 noon raised the light boat then hauled two courses about clearing stern double and raised the signal employed to move anchors and call clearing deck

Bound Coat
Wednesday October 13th 1838

1. Took our departure from Botzhank at 1 P.M, Baringo about 120 miles, wind strong, weather cloudy and gloomy, at 3 P.M. 10 hand's full sail

2. Ebb, part, light, baflying wind
gloomy, rainy atuh, ship under whole top-sails during full and by


Thursday 14th

1. Begin with light wind, gloomy, rainy weather, ship under whole top-sails

6. and Continue during full and by

8. Middle part, strong wind, until 3 P.M.

Weather light and cloudy weather.

4. Setter part, light wind, cloudy, weather

4. part and part pleasant, all hands employed Setting Boats

12. - Latitude 24° 21' 37" N

Friday 15th

1. Begins with light, airy, pleasant

4. weather, Middle part calm

5. until 12 P.M. Then fresh wind

10. Cloudy weather, at 1 A.M. Strong wind

10. Hand's full sail, light weather, at 12 A.M.

6. No wind, fine weather, fine ground

7. Part wind on the ship

4. Setter part, strong wind, good weather, ship with all full sail

10. Setting Boats, No course 6.8.6

Mr. Eden
Saturday October 16th 1838

Became with light gale and fair, ship making 22th with all sail set. Pleasing & course middle part light gale from the W. S. W. pleasant, pleasure & course.

Cotter part light gale from the S. W. and increasing at 11AM headed Leopoldsthal, employed downing the day filling the boat, landing yeer barley, course & c.

Set by Cbs. 17. 21 W

Crs. by Chron 63 24 10

Sunday 17th

Commem for light gale, pleasant weather ship under topsails & courses, pleasure & course. Middle part light gale from 8AM until 9PM then from the cloudy weather, course full and by the wind heading S. S. W. at 1AM, put under sail, the Dager, heading, course & c.

Cotter part light gale from the N. N. W. double received the fore topsail, ship heading, course & c.

Monday 18th

Became with fresh gale from N. S. cloudy weather.

At 2.30PM double received the main topsail, clearing fresh in bumps ship close headed heading S. W. Middle part fresh gale cloudy, cloudy weather at 7 AM close received Dager, heading and increasing with a heavy head sea 2.30AM, hauled sail.

At 4.30PM hail, snow, & light set back in steam, S. S. N. W. at 8PM hauled sail, started employed at various jobs about ship.

No Cbs.

No Cbs.
Tuesday Oct 17, 1838

Begins with fresh gale from N E, gloomy weather
Ships under double reefed topsails. First sail set
and Main Spencer steering full and by
headings 85°
2 ships and on B brig right steering about the same
Middle part fresh gale port line and port
moderate from the N. Heading 85°
8 8 on the wind.

Latter part strong N E wind gloomy weather, set
single reefed main and mizen topsails and Main
sail with employed at various jobs about ship.

No Observation

Wednesday 18th

Begins with strong N W wind cloudy weather ship
under enuf sail heading 85°
8 8 close hauled
Middle part strong wind and fair heading
come (at 1 P.M. hauled to the N W ship under reefed
topsails and courses), at 1 8 P.M. moderate wind
clean weather. At while Main Sparsail, at 2 P.M. gloomy
ugly looking weather, wind increasing; steering 8 by 87°
course, Latter part wind and weather the same
ship, sending with an ugly sea to contend with.

at 7 7 P.M. 34° 38' X
Long by Chron 33° 21 X

Thursday 19th

Begins with fresh N W gale cloudy threatening
weather ship under same sail steering 8 8 8.
Middle part strong wind gloomy weather under
same sail steering same with an ugly sea abeam
Latter part much the same, at 7 A M
Brig on right steering along with us.

Lat. 33° 48' North.
Friday, November 22nd 1838

Began with fresh, very gale, hoping weather north & by north, pleasant wind heading little to the eastward of 20° main sail. Middle part fresh gale, good weather, ships under 20° & by north, clear down, then 20° & by north, heading 6 or 8° course. Latter part fresh, very gale, good weather turned southeast, main topsail, steering & 22° course. 180° Cos".

Saturday, Oct 23rd

Begins with fresh gale from the NE, pleasant weather, tops, under 20° & by north. Heading & 22° course, middle part fresh, heading & by north, good weather, latter part fresh gale, good weather and equally, put ship on 38° by 20° course, under all usefull sail. 180° Cos".

Sunday 25th

Commences fresh gale, squally, weather, ship under double reefed tops, main and single, reefed main, steep and fore sail, steering, 38° by 22° course, middle part fresh gale from the north, squally weather, under same sail, steering 38° by 6. Latter part moderate gale, cloudy weather, putting sail on the ship, as the weather permits, at 12 m. had main, after sail, and course, in bow, moderating.

180° 41' 24' S. Lat 40° 02' W.

Monday 26th

Started from the N. good weather, under all as full sail, steering course 38° by 6. Middle part fresh, wind, fine weather, at 37° am light airs. Latter part light, leeway and good weather. 26 m. east. First Officer Mr. Paley, onward. 180° 38' 34' W.
Wednesday, October 27, 1838
Commences with light airs from the N.W.
Fine weather, steering S.W. course.
Middle part light wind, from the W.
At 7 A.M. wind hauled to N.W., steering S.E.
Gutter part light wind from the windward
Fine weather, steering S.W.
Latitude 29° 57' S.

Light weather, breezy good weather, while under
all sail, steering S.W. course.
Middle part wind and weather the same steering S.W.
Gutter, light airs,
Valets employed doing the day at the rigging and
other jobs.

Thursday, October 28, 1838
Light wind, good weather, under all full
Sail steering S.W. course,
Employed fitting and rigging out the fore and main Top Yard
at 4:30, moved the boats and produced the men at
pulling or rigging, middle part wind and weather same
Gutter part same until 11 A.M. then hauled in
employed at work in the Rigging
Latitude 28° 04' N.

Friday, October 29, 1838
Light breeze from the West, hauled to N.
Middle part light from the S, hauled to B.
At 1 P.M. fresh
From N.W. main, and at 2 P.M. steering the course,
Gutter part fresh SE. trade wind, steering NE.
Employed fitting Rigging
Latitude 26° 46' S.

Saturday, October 30, 1838
All day twenty four hours good breeze, fine
weather excepting an occasional rain squall, employed
Fitting, cutting gear, and doing down trimmast
Back Stops.
Latitude 24° 15' S.
Longitude 32° 10' W.
Sunday Oct 31st 1838
This day light wind and calm until 6 am then a breeze from the WSW, heading 33° and close hauled on the wind. Officers commenced standing mast head; 2 sails in sight, clearing NE & SSW wind.

Sat by Oct 24°N'

Monday November 1st 1838
Begins with light breeze from the NE ship by the wind heading 30°, several schools of Porpoise seen from mast head. Began to light. Middle part fresh breeze heading 33° by the wind close hauled. Sailed on, fresh breeze fine weather clearing the day passed a Bark, steaming 888, under all useful sail during the day.

Sat by Oct 23°42'N' 

Came by Chron 29°30'W'

Tuesday 2nd
This day fine; the sun shone; gentle breeze from the westward close hauled on the wind heading about WSW & eastward over the time weather equally, handed light sail on equally, hauled up, steering N30°W and equally, ran up, took in and made sail as the gale from N01° formed up to 8 or 9 knot; light and jumper whales, Barking out provision and other jobs. No boat today.

Wednesday 3rd
First part strong wind equally weathered from the NE, hauled the sail according to the weather, hauled in a French Bark steaming 88°.

Middle part fresh breeze steady weather a rather hot west wind at 1 am heading course South with all sail set. Latter part light wind, equally rainy, turning severe, light sail taken in.

Sat by Oct 19°32'S' W'.
Thursday November 4th 1838

First part more light wind and calm
front, under all sail full ahead, steering course until 6 P.M. then 53° N. put new boat in back and
broad. Latter part fine N.E. Trade wind and good
weather, several sail in sight, one steering N.W.
other to the S.W.

8 P.M. Oct 3rd 1838

Friday 5th

All these twenty-four hours, varying trades
From light to fresh, and opposite, good
weather under all sail full ahead, steering 30 miles
course 2 sail on right, bound S. and to the N.W.
riged a new spars to Hizzen. Ship sail half yards.

11 P.M. Oct 3rd 43° N.

Saturday 6th

All these twenty-four hours fresh N.E. trade
wind cloudy weather same sail set, steering
course 30° 30', one sail on right bound X.

No Oct

Sunday 7th

Commence with strong N.E. trades, good
weather clear, 51° 30'

Middle part fresh trades cloudy little
rain. Latter part Strong trades Cloudy
steering 33° course

8 A.M. Oct 4th 1838

Monday 8th

First part Strong trades cloudy, with
squall freshened the sail in this squall. Latter part
Strong and perfect calms weather, varying, Latter
steady strong breeze
from the E. varying till topsails; Turning
8 by 10 P.M. Course to day is 8° 10' E.

Sept 23° 38' W.
Tuesday, November 9th, 1838
Owing partly wind and cloudy bad looking weather under easy sail. Middle part good steady breeze weather getting yet light sail, at 3 P.M. equally.
Other part strong wind equally with rain, taking iniard and making sail at the weather.

No observation to-day.

Wednesday 10th
All these twenty-four hours changeable wind and weather, light airs, calm and equally part, setting on head stays.

No observation.

Thursday 11th
Most times hazy, light bausin air, and calm weather unfavorable, employed scrubbing pitch of deck and setting up the guys. Latter part light wind pleasant under all use full sail heading to the South.

Close hauled, water, employed setting and rigging, setting up main topsail yard, etc.

No observation.

Friday 12th
Commenced with light east wind, fine weather, close hauled on the wind heading to the southward.

Middle part light breeze and equally with rain, at 3 P.M.

Fresh SE wind, latter part fresh SE trade wind. Ships under all usefull sail steering full by, heading S.W. by S.

Lat. 3° 40' North
Long. 29° 53' West.
Saturday November 13th 1835
Strong wind from the S E E 2/3 close hulled
heading 50° N 3. At 10 P.M. backed 1 1/2°, heading 63° N.
Middle part fresh wind from the S E E 2/3.

Sunday 14th
Light breeze from the South unpleasant
rainy weather, ship under all needful sail
close hulled heading in opposite tack than
hour ago, 10° S 3° W. Middle part fresh
wind from the S W bad weather.
Latter part light breeze from 300°
meet the former part hailing heading 10° N
under all needful sail, lost 1/2 in Light
heading south.

Monday 15th
Commenced with light S S W breeze.
ruddy
headed light sail in equally steering
full and by 8° S W, Middle part same wind
then backed from 30° and equally steering
and setting light sail as the weather permits
heading 5° S 1°. Latter part light S S E breeze and
equally.

Tuesday 16th
At three twenty P.M. hauled good breeze
from the S E S W equalled, with every peculiarity of
main, head try and setting sail.

Wednesday, Nov 17th, 1859
All these twenty-four hours being dead calm, from the E. unobserved, and equally shading to the wind, I met the time I had in sight, steered SE, by the wind with ease, and we cleaving to the right. Catch employed repairing for C.S. sailboat sail. Slept on a spray.
Latitude 39° 49' N. Long 35° 34' W.

Thursday 18th
To day strong trade and good weather, under all sail full and by, steering full and by, heading SE, we were on right Oblique, came with us. Catch employed making Seizan May sail.
Long 35° 35' W.

Friday 19th
This day fresh Trade S by Westerly wind, steering full and by, heading SE, Sailed in sight, at 3 P.M. Sighted the land near the Island Ferdinand Verenka, at 22 P.M. The bearing of is 378 fifteen miles distant. Employed filling Seizan May sail, and Black fish.
Appearance of the Island
Bearing SE by S 55 miles
Bearing SE by N 53 miles
To Long 35° 35' W.

Saturday 20th
First twelve hours fresh S by East wind and good weather, steering full and by, heading EM, Sailed in right Trade and equally.
Under all sail, East, steering full and by, and we cleaving on right, along with us.
Long 35° 31' W.
Sunday, November 21st, 1838

Commenches with light wind and equally bad weather, steering by the wind heading the vessel in sight of 1 P.M. heavily equally, middle part strong trade more to the E., steering S.E., at 5 A.M. good steady breeze fine weather, at all dead breaug and under double reefed topsails. Latter part strong trade and very good weather, one sail in sight, steering same course S.E. at 6 P.M.

Monday, 22nd

This day begins with strong N.E. trade wind and pleasant weather, all sails full sail steering S.E., more, middle part equally calm and wind. Latter part good weather nothing higher than topsails set being in no hurry, 2 sail in sight, employed bracing out foremast, course through the day S.E.,

Lat. 32°16' S. Long. 33°58' W.

Tuesday, 23rd

Today, strong trade wind and fair weather, with wind under topsails and course steering S.W., 2 sail in sight 2 bound N. and the other S. employed setting up mainsail. Lat. 33°10' South.

Wednesday, 24th

First part fresh breeze equally, some rain, steering S.E. course, middle part good weather, light trade, latter fresh and pleasant, under all sail, and steering S.E. course, employed setting up rigging and sheathing the deck, and set.

Lat. 33° South
Thursday November 25th 34
Light wind from the s8 pleasant. Ship under a practicable 22'dt steaming course. Middle part much the same. Latter 2 hours in trades and closed. 2 2/2d 4 3/4d in sight and whale steaming along with us. Employed with shiling on deck. Net.

Sat. Bt. 27th. 20 34 8

Friday 26
Strong trades, bad looking weather at 3 P.M. Squally with rain; scattered light rainfall and heat of ship under moderate respect and steer.

Tacto 3d in sight, as did best course.

Cutter and heeled taff to the s8 heading.

Now closer scattered, about day by 6th fresh trades.

Cloudy, set all sail and whip able to head course S by W.

Sat. 22 30 Nint. Comp. 34 52 West.

Saturday 27
Being with strong trades and cloudy ship under top sail and course, steering 33 10 22 S in a light bound S, middle first course.

Tack and some weather, very cloudy.

Steering 32 10 3 course same sail.

Sat. 23 11 South.

Sunday 28
First part strong trades, cloudy hazy day.

Light sail at 3 30, steering 30. Middle first all sail set.

Gathered strong wind;

Cloudy, see Whales band for the supposed sperm turned out to be huma. Baker.

Steering 38 course.

Sat. 6th. 27 52 8

Long Gillason 58 06 W.
Monday, November 29th, 1852
First twelve hours. South Trade. Cloudy weather. Ship under all sail steering SSW.
Latter part wind and weather same as half ship, in sight ahead, at 10 a.m. She huddled ten on our yard and back toward to speak us, at 12 noon, a short distance ahead of her. Sailed her the Bark Pacific 58, Capt. Cleaveland. Gained with her, employed fitting Blacksmith forge. (Further.)
Gained Clipper Petition 1145.

Tuesday, 30th
Light trade wind from weather. Sailing with Pacific Capt. Milton on board of her. Mindell frigate, fresh No wind pleasant. Latter part wind and weather same as Bark Pet 58, at 11 a.m. lowering boat. Caught with Yellowhead kind. Employed fitting up rigging, set Blacksmith at work at this time. Course SW.
S 50° 39′
W 173° 37′ 48′ South.

Wednesday, December 1st
Fine weather wind from the SE. Fresh breeze. Sailing SW all sail set. Mindell same.
Latter fine weather, wind cloudy, employed fitting cutting place and other tasks. At 11 a.m. Sailing with Pacific. Course SW.
Got by Clipper Petition 33.39.

Thursday, 2nd
Fine weather wind cloudy, mindell clear. Sailing SW. Capt. 58 Pacific on board. Mindell frigate under wind, laid sailing SW. Tunny wind. Latter had weather strong wind from this.
Sailing course, called employed looking out.
S 34° 12′ S
W 174° 48′
Friday December 23rd 1852
Stormy wind from the N. Clouds grey and happy, 
while under carly sail steering SW'Comet. 
At night, Middle part fresh, NW wind, foggy, 
While fresh wind from the W'ward. 
The ship on light course steering SW'.

To 00:00 to day.

Saturday 4
Fresh wind from the W'Comet, Steerly full and by 
Heading 8, good weather. Middle part 
Fresh wind and steady, at 7 AM wind hauled 
To the E'ward, Steerly SW', 
While fresh, steady, wind steady, ship with top gallant 
Sails set, Steerly SW', employed. 

The Steer'Comet on a beam, 28 Pacific in sight. 

Steer'Comet.

At 08:40 '21 North.

Sunday 5
Wind from the NW, top gallant breage clear, 
Cloudy, hazy, menuolar every sail, looking as yet 
Middle part Light beffling wind and 
Calms with hazy gloomy weather with some 
Rain, and light 18 AM, fresh breage from the 
W, clouds shrouded the light sails, Better 
Fresh gal' clean at 9 AM, had the ship 
Under Cleared sail, top sail, main, mizen, and 
Two Spread topkack, and main 
Shroud, sprung to, heading about SE, 
At 10 AM, arre' ship, heading W by S.

At 13° 01' South.

Monday 6
Fresh Gale from the S'Comet the fore weather 
heading W by S, 6 AM first Cleared, top sails for SE, 
Ship moderately at 10 AM had top gallant SW', 
28 wind from a heading at S by E, better at 
8. 1.0' arre' from the W'ward, pleasant, At 39° 26.
Tuesday, December 1, 1838

Strong gale, wind from west, and fine weather heading by the wind under topsail and jibs, middle part of gale and bad weather. At 2 A.M. commenced shortening sail at 11 A.M. under double reef topsails and courses, wind from S.W., heading course 310°. Later, strong W.W. wind pleasant, ship headed in the S.W., heading by the wind E.E.

Longitude 41°12' 30"

Wednesday 2d

First mate knew fresh wind from the good weather under whole topsails and jibs, heading by the wind W.W. At 2 A.M. wind headed to the S.W. gentle breeze set topsail and jibs, heading course 310°. Close hauled course for right wheel, closer part light airs and calms employed getting Brecon Block. No bad day.

Thursday 3d

Gale until 3 P.M. then took light wind from the W. Some rain and weather. Middle part light wind from the W. Pleasant, at 4 A.M. calms at 6 A.M. light wind from W. Steering course 200°. At 9 A.M. fresh SW wind, latter fresh breeze clouded under all sail. Steering S.S.W. and E.S.E. heading E.N.E., master employed backing and tacking.

Friday 4th

Light wind from the W. Pleasant heading 230° by the wind, saw no land either one ship or boat. Middle part light airs and calms better. First light airs from the S. Some light steaming continued 25 1/2°, at 11 A.M. Bank about 23 miles off, water looked better but we steered off until we were clear. Then to running Bank Soup of N. Slight northwests.

3°15' W.
Saturday, December 17, 1833

Light wind from north heading SSW full and by, went to the time, hard time, and weather was very much from the SSW, gaining with the B&K, St. J. until 9 P.M., middle part much the same.

Said first wind more to the weather SSW by the wind at 9 A.M., but still, about in course tack heading to the SE and W, at 10 A.M. tacked again, heading N by east, had much, rounded and then, tacked at 10 A.M.

Lat 38, 54, S. 60, 48, W.

Sunday, 18th

Light breeze from W, pleasant, heading S by E by the wind, rounded at 12 N, Medallets first light and calm until 1 A.M., breez from the N, steering SW, went under easy sail, at 4 A.M. fresh wind at 6 A.M. they handed both sails and

Lat 40, 54, 5.

Wind 60, 18.

Monday, 19th

Light gale from the N, steering S, under easy sail, several Medallets, Bolder, kind of Westerly light.

Lat 41, 54, W. Handled all sail, first tack, reefed main, shipped fore sail and stern took sail, buffed ship at the wind, tack heading W by S at 7 A.M.

Lat 42, 54, W.

Spoke the B & K, St. J., again, Medallets first came head to the E by S, there tacked, got in part gale from the SE, moderating, at 9 A.M. calmed down, again, very, very.

Lat 43, 57, S.

Tuesday, 20th

Said gale from SW and varying, ships Liverpool steering SW, under, main sail at 6 P.M. blowing long, heading S by E, rounded at 6, by E, Medallets first made sail, and back again, further than the same.

Lat 45, 54, W.

Wind 66, 18, S.
Wednesday December 15th 1838

Strong gale WSW, slight moderating fine weather. Heading to the S. Middle part light wind from the W. Land sighted a boat of sail. Sailing course, Letter first light westerly wind under easy sail at 11 am. Right whale in sight going to windward lessened boats and not yet near them, came on board at 5 pm. Sat by calculation 19,000 lbs. Long by chronometer 60° 39' 40".

Thursday 16th

Light breeze from the SW, and fine weather. Ship hauled on the wind heading SSW, on opposite tack heading SSW, part from part of the other. Middle first light wind working to the windward, at 4 am. fresh breeze from the W, causing seafalls going to windward quick, disnot take. Latter came wind and weather crossing being in the Bay of Banks part one tack part the other.

Friday 17th

Fresh wind from the SW and pleasant. Ship hauled on the wind heading SSW, course, at 4 pm, came to about fore, tack, 3/4 yard on the. Sailing course, Middle first light wind from the WSW pleasant, at 2 am hauled to the WSW, just head course SSW. Latter part, strong light and strong breeze from the WSW, heading SW, pleasant. Sat by chronometer 60° 41' 43".

Saturday 18th

Good strong and pleasant breeze from the WSW heading to the SW, at 2 pm, light wind on the main royal, steer by compass to windward heading to the WSW. Middle first light and heading SW by stern. Latter first fresh breeze, under sail, but head held heading SW by the wind at 10 am and light. Set sail from the SSW. Latitude 52° 49' 35" North.
Sunday December 1838

Light airs pleasant weather about 12 P.M., then calm. Sailed 1st Dec to race for Portland, Capt. Jones. Took one boat in them, any quantity of Fun. Back whales in sight, Fugitives, sale.

Middle part Strong SW and cloudy, Partly clear. Paddled first time on one tack part on the other, heading S 58° and W 008° at 11 P.M. Changed wind from the ESE to S.W. 4 very cloudy.

Latter part Breezy from the 8 pleasant at S.W. 3 Bales, heading W 133° made the three large ships in sight steering home. Capt. By Obo. 49° 35' N. Capt. By Obcur. 64° 48' W.

Monday 20

Strong wind from the SSW, weather under all sail, steering full and by bearing W 3.

Middle part Fresh breeze heading to the ESE, 12 P.M. Light airs with rain squalls, at 3 A.M. Strong Breezy from the E. handed to head double reefs, steering NW. Sator Breezy and at 10 A.M. Moderate but tacks to wind, heading to the W. making slow about deck.

Capt. By Obo. 48° 15' N. Capt. By Obcur. 63° 18' W.

Tuesday 21

Light wind from WSW heading S 58° by the wind, at 9 P.M. yet all sail full and clearing sky, wind from the WSW. Middle and Latter. Stony breeze at 10 A.M. did not keep them handed right hard, at 8 A.M. Shift under double reefs, clearing light gale, from W, clearing a very breeze, split the Mizen topsail and reduced it alight, wind moderating at 10 A.M.

Capt. 37° off Sutts.
Wednesday, December 22, 1837

Said wind from the west and cloudy. Set mainyard reefed, fore and mizzen sail on the ship. At 8 P.M. light gale and double reefed the topsails, steering SW by S. Middle part light gale from the SW holding the ship under close reefed main sail and storm staysails. Latter part strong gale lying to on Starboard tack, holding ESE at 7 A.M. and ship heading W by N.

Latitude by Alt. 37° 37' 34.6" Long. By Chron. 64° 35' 30"

Thursday, January 23rd

Strong gale from the SE. Ship underway, sail going to. Heading W by S. Starboard tack, weather clear and cold. Middle part strong SW gale lying to the first time on port tack and then in the other heading to the NE by E and SW by N. Latter part no change.

Latitude by Alt. 32° 24' 30" Long. By Chron. 64° 21' W

Friday, January 24th

Strong gale from the SW at times falling handily to the S and back again at 5 P.M. moderated set close reefed topsails Fore and Storm staysails. Fair weather. Middle part strong SW gale. First ship under loose sail, lying to. Heading SW by W. Latter part clear, Wind shifted in eight bound around the room, at 11 A.M. clear weather.

Saturday, January 25th

Moderating from SW and fine weather on opposite tack, heading W by N. Middle part at 11 A.M. Sails clear. At 4 A.M. set course from W by N. At 1 P.M.called ships to, at 5 A.M. thing clear under decent reefs and aground. Heaving stern in since 4 A.M.

Latitude by Alt. 52° 10' 20"
Sunday December 26 1838
Long wind from the NEERW ship, under
double reefed topsails and course varying
dencourse, one half in sight at 6 PM. Land in
sight the coast of Vera del Fuze, middle
part wind and weather same, at 9 PM. Ready
under staysail and were around heading
the off direct back to the N unill 9 AM then went
which heading to the Southward and same,
Satter light wind and fine weather running
down the coast. Being ahead fifteen miles distant
running for the Straits of San Diego several ships in
right round though,

Latitude by Variation 34.23.5
Longitude by Compass 15.11.5

Monday 27th
Light variable and fine weather ship in
while topsails set steering down the coast. 3 PM
change wind light from the W N, and cloudy
heading & in about under close reefed topsails,
never sail in sight; at 6 PM.Entered San Diego
in about 13 miles distant coming almost E by N all
well full sail heading to the E of the Straits later.
Land in sight, entered the Straits at 7 PM through
at 8 AM going through as had ground wind from the
W S and N W steered about 20� miles to the N of
Straits though.

Appearance during 8 by 8 1/2 S distance 10 miles.
Native Island

These Straits are safe to pass through the wind
direc generally from the land somtimes ou side
some times the other, this wind often so strong the head ship
ought as though E wind by the land wind close the passage.
Tuesday, December 22nd 1785

Fresh weather and nearly calm, wind increasing, by 3 p.m. had the ship under close reefed main, topgallant and lower topsails. Using a gaff, heading S, E., several sail on right, middle part moderating, by 1 A.M. light airs from N. E., and calm at 5 A.M. light airs from W. W., pleasant.

Bottom light airs and calms with rain equally, at 2 A.M. light breeze from the W. A. Cape down about 30 miles distant, having about W. South 36°00.2 Long. 66°28'17.

Appearance of the Land Bearing W. 15 miles distant.

Wednesday 23rd

Strong westerly wind and rain equally, ship with topgallant sail at 8 A.M. by 3 p.m. under close reefed topsails, wind now heading S. E., at 7 A.M. strong gale down to a close reefed mainspread and trim. Reaches by heading S.W. mid-fortnight with large merchant ship limited half mile on the weather beam.

Middle and bottom part moderate gale and equally. Put double reefed topsails heading S. W. from 8 A.M. to 8 A.M.

Long by Chron. 66°33'28' W.

Thursday 24th

Moderate gale from the west, equally, and rain under double reefed topsails heading S. S. W. at 10 A.M. in 7.5 compass. Middle and bottom part freshened under while spreaded, set them at 4 A.M. 20 m. N. E. at 8 A.M.

By light 2 knots set at 8 A.M. heading S. but at 8 M. N. E. at 10 A.M. then wind from N. N. West, heading S. W., several ships in sight, the remainder N. E. E. and round about the head of the Pacific.

Longitude by Chron. 66°23' W.
Friday, December 21st, 1838

Fresh breeze from N.W. at 5 a.m., with little rain. At 9 a.m. wind hand to the N.W. At 4 a.m. doubled the fore-topsails equally, remainder of the day light breeze and equally on opposite tack. Heading S.E. and N.E. several vessels sighted.

Saturday, January 1st, 1839

Gentle wind, cloudy weather, under full sail. At 3 p.m., from the W.N.W. Middle part wind from the S.E., with steady wind. At 11 p.m. wind hand to the W.N.W. Under full sail. Weather looking bad, being fine and Igna."
Monday January 3rd 1857
Fresh gale from the Wst and Stormy weather, under close reefed Jib sail and Stormy staysail, on starboard tack. Middle and Jigger foot close reefed and wheels. By compass 290°. Wind NE., sea NE. Westerly. By helm 17°.30 West.

Tuesday 4th
Fresh gale from the Wst and Stormy weather, under close reefed Jib sail and Stormy staysail, on starboard tack. Middle and Jigger foot close reefed and wheels. By compass 290°. Wind NE., sea NE. Westerly. Bowed to right hand around Cape Horn into the Atlantic Ocean. Variation of Compass at noon receiving 56°.40° South. 55°.67 North, Long 127°.84 West.

Wednesday 5th
Fresh gale from the Wst and Stormy weather, under close reefed Jib sail, on starboard tack. Middle and Jigger foot close reefed and wheels. By compass 290°. Wind SE., sea E. S.E. Westerly. By helm 17°.30 West.

Thursday 6th
Sail from the Wst and Stormy weather, under close reefed Jib sail. By compass 290°. Wind SE., sea NE. Westerly. By helm 17°.30 West.
Friday January 7th 1839
Strong gale from N.W. at 8 a.m., heavy weather, under sail and heading S.W., middle part moderately gale, at 9 a.m. partly hazy, made more sail, wind from N.W. and clear sky.

Saturday 8th
Light southwest wind at 12 a.m., heading on the other tack, weather cloudy, barometer down to 27, rising at night. During day, middle part light wind and lashing with rain, gales at 3 p.m.

Cutter at 3.30 p.m., bringing 8 knots, course west until 11 a.m. then N.W., under double reef and course fine weather.

Sunday 9th
Strong gale from S.W. and generally with rain at 1 p.m., put 20 on the ship, at 3 p.m. reefed sail, gales again, having N.W. course, at 6 p.m. during N.W. wind.

Middle and Cutter both fresh, full sail, changing weather making sail on the ship.

Monday 10th
Fresh westerly gale heading by the wind N.W. and N.E., handed light sail by 8 a.m. light sea and double reef of sails, bad weather by 9 a.m., fresh sail from N.W., under canvas, heading N.W. at 10 a.m. hazy wind from S.W.

Latter much same until 3 a.m. when and from N.W. heading N.W. course, 8 knots at night until reefed the ship again at dawn.

Long By Chron 17° 23' West
"
Tuesday January 11th 1858
Fresh westerly gale and rain, ship heeling 15° 40' to E by S, sail in sight, saving same clear weather. Middle part moderate gale and light winds. 6 a.m. ship in full sail, Barney ready ordered, light part light wind and spray from the land and heavy headway west by NE at 11 a.m. and ship heading a light W. weather named employed baking and provisions.

Observations this day.

Wednesday 12th
Fresh north easterly wind and a rain, heading SW by W close hauled at 3 p.m. breezy hauled light gales, at 6 p.m. light gale from NNW under single reefed topsails, heading SW by the wind. Middle part changeable wind and weather at 12 a.m. fresh breezy from the west, no wind at 1 a.m. wind hauled SW by W. clear, Barney after course. Hymen over cloudly weather. Sails hauled and course.

Thursday 13th
Strong NE wind and rain, under single reefed topsails, Barney 8 by 12 course. 12 p.m. due East sail.
Middle part light N wind and cloudy, heading NE by E hauled at 9 a.m. thick fog. Clear part clear and light breezy from NE, heading W by S, general weather.

Observations in light. 48° 31' 15".

Long. 77° 11' 38" by Chron.

Friday 14th
Light NW wind and pleasant, heading NW by N at 2 a.m. run, ship heading W by N, Barney clear, hilly and calm, heading by the wind, W by N. hauled the sail according to the weather.

Lettimer light, true wind from NE, Barney ready, main wind from SW, employed baking and.

Observations by Chron. 76° 11'.
Saturday January 27 1857

Light air breeze and cloudy, weather off east.

Casting anchor at 7 A.M., position 43° 38' S., 158° 31' W.

At 8 A.M. course light air, moderate breeze, head wind.

Latitude 43° 56' S., 158° 41' W.

Sunday Fe

Strong west, breezy, pleasant and full astern on

Stovey's. Middle calm until noon. Then the light
breeze from NW, heading S. 38° 15' W. Strong wind
heading WNW, ESE, with the wind, and

Strong wind heading at 7 A.M. 10.30, west high head

chilling. Wind blowing almost dead,

made a light nor'westerly, N. 38° 12' W. 43° 31' S.

Longitude 158° 40' W.

Monday Fe

Strong, another cold, foggy, weather, heading on

North wind with less deal. At 7 A.M., ship heading
east, middle and ESE, full astern from 8 A.M. and

Nor'westerly, in the other east, and wind under

heading 13 knots at 9 A.M. At 10 A.M. beginning to close under

main a head. At 11 A.M. sudden change, heavy rain

small caught wind from 38° 16' NE to 15° 16' ESE, could not

make head on account of head sea

Latitude 15° 16' S., 16° 16' W.

Winds strong, cold.
**Tuesday, January 18th, 1839**

Light easterly wind good weather steering 12° 00' under clear sky with 10° 00' ahead in account of head sea. The wind was at the sea so misted off. Middle part green which called from NE steering 8°, close-hauled. Latter part strong wind clear weather at 8AM handied light sails, ship in sight of whale on southern tack at 11AM gained with the whale. The clipper ship Constitution of Newbuck Kompt. 4° 40' from coming off course. Land in sight.

*Lat. 45° 48' South.*

**Wednesday, 19th**

Strong west wind good weather and ship heading N 30° W and put ship under strong sail going with the Constitution. She is a clipper ship, she is rigged with double topmasts yards. The islands of Nantucket were seen from 10° 00' by coming 20 miles distant at 6AM finished rounding. Middle part light air from SW and cloudy. At 8AM had all sail in the ship. Latter part green breeze from S and pleasant. Steering N 30° 30' removed several sail in sight. At 11AM from whale in sight going to windward and brought closer for them. *Lat. 40° 43' 45' South.*

*Con 18° 30' West.*

**Thursday, 20th**

Light breeze from Land and pleasant. Wind does not blow neither being from whales nor to windward. Exposed at 2PM due south, close inboard put ship on 20° 00' WSW. Middle part light airs. Steering N 30° 30'. Latter part breeze from SE. Steering N 30° 30', pleasant. Watch employed hunting Cutting falls.

*Con 43° 28' South.*

*Long 18° 30' West.*
Friday January 21st 1837
Fresh wind from 333. Pleasant Steering North west employed fishing Captain falls. Middle part light pleasant Steer by course, all sail the night, Sighted land and another Same, current in right, Steer to the N and Land to the W
Latitude by Obser 39° 40.5
Longitude by Chron 17° 33.15

Saturday 22nd
Strong wind fine weather all sail set steering course. Middle and Latter part Steer by course, Steer by course, good weather, Steer by course, sailed about 12 pm then changed wind to Northwest, employed at various jobs about deck. Lat. 36° 20. Long. 75° 32

Sunday 23rd
Light south west breeze and pleasant steering towards, Middle part fresh breeze until 12 pm then light steering West by South, Latter part gentle breezes from S. Fine weather steering West by pope, the island of Juan Fernandez in sight at 12 pm 35 miles distant
Appearance of the island. Steer by West by South 35 miles distant

Monday 24th
Light breeze from S clear weather under all sail steering North for the Island. Middle part light wind and rangee gun off and on the island, at 3 am running in shore for the island. At 7 am ship off the Island West and North west gun firing clear gun powder. Ship off and in, latter part ship over off and in fresh wind light in shore the wind was fishing sounds,
Tuesday 5 January 25° N 31°

Sails off and on the second fresh breeze from south east to north and then the crew off in the
boats fishing weather changing, at 3.30am light came
on board. At 3.30pm another boat came alongside with
about 35 fish. Took them on board finished the fishing
and put them over by 9.30am. With look out another
fishing. Employed cleaning fish. Middle part fresh
breeze closely finished the fish at 5.30pm. Letter sent
money wind light from s6. Landing by moonrise at
9.30pm.

Wednesday 26°

All three twenty four hours fresh breeze from s6
cloudy weather ships under all sail during
awake course. Watch employed at various jobs about
deck. I am off duty to stay with sick with the
ill.

29° 21° 25°

2\°. 20° 8\°.

Thursday 27°

All three twenty four hours fresh s6 breeze
cloudy weather ships under all sail and
during awe course wind s6am when we sighted
the land bearing 35° 40' s8 east by north, 1315
bearing 35° 38' n60° e. No land in sight before evening on the mainland.

23° 29° 7° 47°

Friday 28°

Fresh breeze from s6 cloudy weather under
all sail. Fishing from 9am. By 2pm the boat is for
the islands. We came in sight 21miles distance at
by compass. Sailed with fresh breeze. Cloudy
weather. Still in sight of the islands. 9.30am
sailed for the islands.
Letter May 1777

From 20 trade cloudy weather, wind all
day from the west. Middle and latter
gales easterly trade cloudy, being very
fair weather.

Latitude 30° 32', Longitude 58° 57',

Wind E.

Light trade cloudy all day, shifting
to the north, middle and latter gales easterly
trade cloudy. Heavy snow, all things
in fair ground, for seeing nothing but
peopled to be seen land, quietly.

Saturday, 3rd Oct. 1777

Middle.

Light trade clear weather pleasant at
place, being very fair, middle and latter
gale, cloudy, heavy snow, latter gales,
trade cloudy. Middle part clear.

Friday, 2nd Feb. 1777

Light trade clear and the weather pleasant
middle and latter gales, cloudy, being
weather. Latter gales, trade cloudy, and
wind in.

Latitude 30° 32', Longitude 58° 57',

Wednesday, 2nd

Light trade pleasant weather, being
middle and latter gales, trade cloudy,


Latitude 30° 32', Longitude 58° 57',

Wednesday, 2nd
Thursday February 21, 1807

Light trade from southwest. Weather fair. Middle and latter parts much same. Steer to WSW. Latitude 59° 17'. 20th at 7 a.m.

Captain By Chas. Jr. 20th

Friday 22

Fresh & trade and middle all day. Steer to WSW. Middle part light trade and pleasant weather.

Latter part fresh trade and cloud. Weather pleasant.

Steer to WSW. Longitude By Oct 10°, 11' 52.5

Saturday 23

Fresh & trade and cloud. Weather all day. Steer to WSW. Caught an Alligator before about 2 p.m. Aton employed flaying it. Between 11 and 12, weather very bad. Weather WSW.

Steer to WSW. Latitude By Oct 11°, 25.5

Sunday 24

Today. Light & trade and fine weather all day. Steer to WSW. Weather good. Middle part pleasant. Steer to WSW.

Steer to WSW.

Captain By Chas. Jr. 24th

Monday 25

Light trade and fine weather all day. Steer to WSW. Weather WSW. Caught an Alligator at 9 a.m. at 4 1/2 m. Lowest for black. Phone can hit & fastened to them. Two hundred from land 3rd.

Middle & Latter parts fine weather. Light trade and, employed flaying it. Captain By Chas. Jr. 25th

Steer to WSW.
Tuesday, February 8, 1859

Light trade wind, pleasant steering.

Wednesday, February 9, 1859

Slight trade wind, pleasant. Weather pleasant.

Thursday, February 10, 1859

Light trade wind, pleasant. Employed cleaning and washing.

Friday, February 11, 1859

Light trade wind, pleasant. Weather pleasant.
February 12th, 1833
Light blowing airs and calm under all sail. Evening, N.W. course, Middle part the same. Latter part light airs and calm. Steering N.E. W. 

Sunday, 13th
Sails with calm and light airs all day. At evening, W.N.W. Middle part cloudy, cloudy, steering N.W. Latter part fresh trawl wind, 

Monday, 14th
Fresh W.S.W. Trade wind, cloudy weather all day. At evening, E.S.W. Course, W. plant, Middle part fine wind and sunny. Latter part light wind and cloudy. At 8 am forenoon, Trade wind cleared the deck, showed and larboard till fort within five fathoms and left lines drawn and we did not reach these, the whale went to windward. 

Tuesday, 15th
Light wind and pleasant under all sail. At 1 pm, north along north wind, whale going broad ward to east, post ship in course. Steering N.E. W. Middle and latter part calm wind and weather. Steering W. By N. E. 

Wednesday, 16th
First 12 hours, light trades, fine weather. Steering W. By S. course. Steership larboarded and held. Latter part gentle trade wind all day. At morning, W. By S. course, at nine all hands in the steering.
Thursday, February 15th, 1835

Strong at trade and fine weather all day. Set steering 55º on course, all hand at work in the rigging, and set taffy tops and raising clear bag. Latter part strong wind.

Friday 16th

Strong 35 at trade and beautiful weather. All sail set. Steering 52º on course, employed on the rigging. Latter part light wind, clear steering 60º on course.

Saturday 17th

Light trade and fine weather. Steered 51º on course all day. Set, employed on the rigging. Latter part light wind and fine weather steering 60º on course.

Longitude 19º 11' 25"

Sunday 18th

Light 35 trade and fine weather all day. Set steering 60º on course. Middle part strong trades, at 4 am had some difficulty with Bell in the foremast hanks.

Latter part strong trades fine weather.

Longitude 19º 13' 30"

Monday 19th

Strong 40 trades fine weather all day. Set steering 60º on course. Latter part strong trades cloudy weather steering 60º on course, employed on the rigging.

Longitude 19º 14' 30"

Latitude 61º 34' 55"

Friday 23rd

Strong 45 trades fine weather all day. Set steering 60º on course. Latter part strong trades.

Longitude 19º 19' 30"

Latitude 61º 34' 55"
Tuesday February 22nd 1839

Strong trade wind and bright weather, all sail set. During the course, employed at work in the rigging, all hands and cleaning down. Latter part strong wind. Steering WSW. Fetch at dock.

Latitude 39° 06' S. 15° 48' W.

Wednesday 23rd

Strong trades wind, pleasant, all sail set. During the course, all hands employed at various jobs about deck. At noon see a white front look like them. Latter part light trades. Steering N. Swell.

Latitude 39° 06' S. 15° 42' W.

Thursday 24th

Moderate wind, pleasant, all sail set. During the course, all hands at work. Latter part light trade wind. Steering W. Sw. Watch at work.

Latitude 39° 07' S. 15° 33' W.

Friday 25th

Fresh trades pleasant weather, all sail set. During the course, all hands at work. Latter part strong wind pleasant weather. Steering W. Sw. course, all sail set.

Latitude 39° 53' S. 15° 33' W.

Longitude 135° 32' W. 05'

Saturday 26th

All three hours fine, light trade wind pleasant weather, all sail set. During the course, all hands employed. Cleaning.

Latitude 39° 33' S. 15° 33' W.

Longitude 135° 26' W.
Sunday, February 17th

Before with light trade wind fine
weather all sail set steering West until
8 A.M then steering N by E Course,
Goter from light variable steering W by S

Latitude B. 2° 53' N
Longitude B. 21° 27' W

Monday, February 18th

Gale trade all the rest of four hours and
pleasant all sail set steering W by S at 7 A.M.
Nans Island one of the Marquises Group, in sight
at 12 M having about 8 miles to windward
Appearance of Nans Island

Latitude 2° 16' W
Longitude 168° 40' E

Tuesday, March 1st 1839

In the trade and fine weather all sail set
steering W by S at 9 A.M. another Island Washington
in sight bearing about 12 miles to windward.
Nans Island, at 9 A.M. 200 miles to windward 12 miles from
the Island going off and on

Wind and fine weather all sail set.

Mely, going off and on a boat in shore after

Wednesday, 2nd

Ship being off and on a boat in shore after

returns returned at 6 A.M. with Coconuts
Bread Fruit, 6 Hogs thighs and all that can
be obtained here, Nature take for fresh. Read some

Letters from the Settlements are on the wad the Island.

Treasury Board at 11 A.M. Capt. M. Middlebatch

Nights, at Westerly from Vincennes
Wednesday, March 23d, 1857.

Strong trades from 6 o'clock until 11 o'clock, and 11 o'clock until 12 night.

This from Washington, in company with her, left here.

At 10 A.M. came off, from the ships down to the end of the Island, and took in sail, and gained with the wind until 8 P.M., close-hauled, in broad tack, with the wind before her.

At 8 P.M., from the Island, 4 P.M. in a strong head wind, about 30 miles an hour.

Crew went ashore, with lying off and on.

Thursday, 24th.

Strong Trades with lying off and on. 3 P.M. came in land at 5 P.M., and lay there 6 P.M. and 7 P.M. 8 P.M., from the Island, 7 P.M. in company, a strong head. Winds, 30 miles an hour, and on.

Friday, March 25th.

From 6 o'clock until 11 o'clock, and 11 o'clock until 12 night.

Remarked at Portahina Island.

Wednesday, March 23rd, 1857.

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Wednesday, March 23rd, 1857.

Remarked at Portahina Island.
Friday March 19th 1889

Each trades from the 8 1/2 mile pleasant weather. This made it possible to sail and land on the island at one o'clock. The island point was in. Off shore took head on due north. I am now on the land. Down that side small waves. Off shore and in then on west shore in the bay. Left this day as, Point they by 11 and on off returned at 12 met two boats on the beat and went ashore again.

Saturday

Strong trades pleasant light returned from there at 10 30 pm. Brought the yards and set main sail. But could not sail. Demand for the sand is taken. Island clearing 8 a.m. until 11 a.m. Then 8 30 p.m. Middle part clear two hours from 11 until dinner trades heading from ENE. At 8 light two islands to light buoy 8 30 p.m. Went to sound of the buoy and then hauled in over course 8 30 p.m. Strong trades. These Islands is.

Sunday

Strong trade from 8 30. under all sails.


With light trade plenty rain.

Monday 21st

Light traders from the 8 3/4. mud. especially.

Felt well at 10 p.m. all sail. Set steerage NW.


Floury dessert, all eat 2 1/2.
Tuesday March 27th 1757

Begun with light trades blowing from the east cloudy weather, ship without all sail steering N. course, at 8 in company, at 11 Am strong trades, middle part light and fresh trades, later part fresh trades first weather steering N. course, latitude B 9° 40' 13".

Wednesday 28th 1757

Fresh trades from the & pleasant weather, steering N. course, with E N E to right, middle and later part light trades and calm from the & pleasant weather all sail set steering N 45' W course, bearing E S E, 1st 1° 27' N

Thursday 29th

Light trades with from the & pleasant weather steering N 45' W course, middle part light and cloudy steering N 45' W
Later part light airs and calms with no wind equally, steering N 45' W course.

Latitude B 9° 42' 10"

Friday 30th

Begun with light calms and wind all sail steering N 45' W course until 2 P M then steering N 45' W, at 3 P M took the NE trades in a very pleasant gale all hailed on forenoon then backed to the ship in N W course hasted the sail down to a double reefed & set course, another thick busy, at 2 P M meeting 50 S 45' W, all sail set but light NE trades for another middle part kind some calms at times, and pleasant, see wind out light steering N W course

Latitude B 9° 56' 55" North

Longitude B 9° 84' 16" West.
Saturday March 26th 1837

Light & brisk trade and pleasant weather, part time and part rain, under all sail steering NW by N. The wind NW by N, close hauled. Middle & weather part being 8 or 9 miles under all sail steering NW by N. A small boat employed braving out.

Sunday 27th

Strong & brisk trade fine weather ship under all sail steering NW by N. At 3 P.M. Main top sail & frag tattered, repaired at short time, set at aloft. Middle and weather part strong trade all sail set steering NW by N.

Monday 28th

Strong N & W trade, pleasant and something few blossoming flowers, all sail set steering NW by N. Middle and weather part strong trade, steering from the N by E. All sail set steering NW by N course. The Ob's to Day.

Tuesday 29th

Benois with strong N & W trade, and cloudy foggy weather. With some rain, steering NW by NE. Middle and weather part light trades blowing from the E by S. Under all sail full sail steering NW by N & N by W.

28th at 17 30 N

Longitude by Chronomter 150° in West.
Wednesday March 30th 1843

Begin with light Trades and pleasant
at three ships under all sail steering NE
until 7 A.M. then steering W. Middleton dotted
grate fresh breeze from the S 8 cloudy weather
 Came near all sail at steering N W N course,

On employed repairing Machinery Espec
e Latitude 19° 34' 14"
Longitude 152° 32' 33" W

Thursday 31st

Light wind from the S cloudy weather
at 8 A.M. foggy and rainy then wind came out
from the SW Light and Baffling at 2 P.M.
lowered the hale for Black Fish did not catch any

Baffling here and named Middle Point
Latter part fresh breeze from the S E blew handles
heading N 85 E employed repairing hale

Friday April 1st 1843

Began with fresh breeze from the S pleasant
weather under all sail full and heading W 65 E
Middle Point Baffling wind and gently
upward hale heading N 69° and W 65°
Latter part light airs and Baffling wind
untill 9 A.M then gentle breeze from the S

Working ship to windward Best time on
off serene head heading 85° and part in shore
headed 36° all sail at mainfull

Ophir Sea Island about 25 miles distant the
Mountain Bearing N bore. 42° 20' seen on the

Ophir Bear Island

Mountain
Saturday April 21st 1837

Begins with light as wind and pleasant weather. Gear with all sail set heading to windward, steering 88° and 1/2 by point, at sundown it is from the Island bearing 4-3 miles distant. Middle and outer parts calm and light seering and weather cloudy. Oct 30° 05 N with.

Sunday 3d

Begins with calm and fine weather at 9 P.M. under light and from the 88° steering toModel of Blythede on the Island of Octobe in the same line. Middle and outer part from 12 P.M. to 10 A.M. light seering and calm. Then light seering and steering 88°. 88° from the Island, steering 88°, middle point of Octobe bearing 3 1/2 miles, general back in right. Latitude 38° 26° 23'-10

Monday 4th

Begins with light wind from the 88° cloudy steering 88°, course, at 6 P.M. the Island bearing about the same, etc. Middle part light and calm at 2 P.M. 15 leagues off the 88° point. Octobe bearing 3 1/2 miles. At 10 A.M. and from the sea about 6 running down the northern of Octobe Light zero a shore at the anchorage Tebgayak several vessels in sight leaning to the same place.

Tuesday 5th

Begins with light seering and running. For the anchorage, at 4 P.M. came to anchor with some for other ships. Get off 88° 30' by that time. Clearing them from 88° and 1/2 to about 88°, and being with rain. Ship with the wind and out ahead. Began to light and calm from 6 to 7. Ships light calm and offshore got underway.
Wednesday

Very wet and thick, heavy, rainy weather, heading NW/NE close hauled, at 6 pm, cloud cleared away, could see the land from the lee bow steering NW and keeping the yard and main ship on a WSW course. Then laid to the wind on W side of Main Island, steering WSW under a double reefed main and main staysail, at 8 am modified. Letters Colon set ahead topsails.

Thursday

Begins with calm and light airs. Baffling wind at 4 pm took a breeze from NE and set light mainsail, steering NNE course. Middle and Letter topsail unstayed in sight.

Friday

Calm watches employed fishing, care of the potatoes, Made all at light airs and sailed under WNW then light airs from the SW, pleasant weather, steering NNE course. Latter part light easterly wind from ENE all sail set, steering NNE course, we sail in sight, employed putting foot into the clock, land in sight the Islands of Maui, Molokai and Lanai to the south.
Saturday April 9th 1859

Begins with light E wind fine weather, ship under all sail beating off course on west, Middle Point Light bearing wind beating to the W for Oehren, at the light Oehren in light breeze to the W about 20 miles, shot at 6 A.M. Demand Head in sight 25 miles bearing N. Midight bearing 8 1/2 miles, good breeze beating for Demand Head at 7 A.M. Oehren about 5 miles from the head light bent where remainder of the old light lighthouse round, ships lying off and on.

Sunday 10th

Light wind and good weather ships lying off and on off and on shore, Middle Point fresh breeze and rain and put back under reefed topsails lying off and on, Lather Point light wind from S to SSW lying off and on at 12 noon hard in shore, ship and myself on shore, several vessels lying off and on.

Monday 11th

E wind and light beating air at 9 a.m. came on board ship. Laid off with mine at 4 P.M. Cape Comer off cleared the Point and beat the ships off shore for two hours, then to a light breeze from WSW blew handled beating N, Middle Point fresh breeze beating 5/8 eight miles astern. Began to beat the ships off shore at 9 P.M. hard off and on until near to the E of Oehren beating NNW.

Tuesday 12th

Rain until from NE to W beating 10 1/2 new course, beat the ships off shore for two hours to the E of the Island, schooner in sight, Middle Point fresh breeze beating S, long near 10 1/2 miles, lay near until 3 P.M. to beat the ship and good breeze from NE.
**Wednesday April 13th 1857**

Sail with fresh breezes from the N. Cloudy weather under easy sail headed WNW and close hauled. Watch employed repairing main sail. At 8 A.M. finished and sent at ahead. Middle and Latter part of wind from the N.W. Steering SSW by heading SE and some watch employed repairing main sail. 8 A.M.

**Thursday 14th**

Commenced with light wind from the N. All sail set steering SSW at 6 A.M. at 9 A.M. steering the by foot. By 6 A.M. steering NNW by W. Repairs main sail at 9 A.M. and sent it ahead. Middle and latter part light wind from the N. Steering SSW and by 1 P.M. they freshen breeze steering WSW. Latter part light to trade and good weather steering SSW by W. Watch employed repairing fore top sail.

**Friday 15th**

Light to trade and good weather steering WSW by W. Close hauled, finished the fore top sail at 2 P.M. and sent ahead, sent down main top gallant sail finished and sent at 6 P.M. fresh trade from NW heading SW by W. Middle and latter part fresh breeze fine weather but cloudy. The weather course most the time NW. Latter part fresh trade fine weather heading NW until the time, confined at the chafing gear. 2 P.M.

**Saturday 16th**

Said day fresh trade fine another heading NW close hauled, until 1 A.M. then heading NW remainder of the day fine another heading NNE.

Latitude 32° 20' 43" N.
Sunday April 14th

Fine no trade wind pleasant weather all sail set steering N 30 W course full and by the wind, Latter part wind from 80 light, good weather all sail set steering N 30 W course

No wind 18th

Begun with light breeze from the 800 closely at 6 h 30 headed to the westward all sail set steering N 50 W course, by 11 a.m wind from the 8 again during light weather fine remainder of the day light and from the 9 and pleasant steering B course, set 31° 40' North

Tuesday 17th

Commenced with light wind from the 9 closely weather all sail set steering N 50 W course, at 5 a.m. rainied light and equal.

Wednesday 18th

Fresh breez from the N 80 E steering full and by, heading N 80 E all sail set weather pleasant, employed laying up and sideways.

Thursday 19th

Weather fine, all sail set E 80 N in the wind, Latter part light and from 80 N 40' heading to the N 50 W all sail full set, weather good but cold.

Weather Tuesday 23rd
Thursday April 21st 1857
In daylight 11° and fine weather, ship at all sail full and set, steady N 80° E course. I am rigging a gaff sail to the boat, at 8 P.M. wind from the N 45° E by the wind, at 1 A.M., wind from the E 80° E course. Weather cloudy. Better part, fresh breeze from the N 85° W, cloudy.
Latitude 51° 03' 30" 24th

Friday 22nd Longitude 55° 01' 30" 34

Saturday 23rd

Sunday 24th Longitude 53° 35' 34th
This day moderate breeze from the W, steering S 75° W. Full and by the wind, heading course N 85° E. Finished and went to bed at 6 P.M. Middle part. Light breeze from the W 80° W. At 6 A.M., wind heading to the W S W, steady breeze from the S S W steering N course. Weather greasy and cold.

Blessed be the Heavies Whaling ground, around five deep.
Monday April 15th 1867

Slight SW breeze, cloudy weather all day. Set course & course. Middle part fresh breeze cloudy, rainy weather. Setting course all day. Stood from the SW by 7 AM, handed light sails, set them again at 7 AM, remainder of the day strong, weather, wind. Latitude by Cloc. 44° 02'.

Tuesday 25th

Strong N wind. Steuing SSE course at 4 PM, handed light sails, weather cloudy. Middle part strong wind, equally. At 10 PM doubled reefed topsail. Latter strong wind clear and pleasant but cold under 8 AM, steuing NW course.

Wednesday 26th

Strong wind from the WNW. Pleasant, Set whole fore and main topsail, steuing NW course, middle part fresh breeze from the SW. No clouds, weather steuing NW course under topsails and course, at 6 AM light breeze at all sail, Latter part fresh wind from the SW by 8 AM handed light sail.

Thursday 27th

Strong wind or light gale from the SW hand. Set all sail at 8 AM, steuing NE. From the SW, first ship under main sail, cleer reefed main topsail and fore sail. Steuing NE course. At 3 PM, handed the fore sail, set main topgallant and hauled the ship to the wind. Painted took heading to the southeast, at 11 AM wind from the N as usual, every ship set the first reef main. They 2d put ship in the NE course, East to East, equally. Strong wind. Tide Rogued East. Thermometer at 40°.
Friday April 27 1857
Begins with a gale from the W by S S.W. at 2 P.M. Set fore Topgallant single reef, steering N.W. Course. Middle part same until 12.30 a.m. moderate until 3 a.m. Set course and close reefed topsail. At 4 a.m. fresh gale, tried squall, hoisted Mizzen, fore and close reefed and close reefed fore and main. Easterly part much the same until 12 morn. Then moderate set reefed Mizzen, close reefed steering NE all day. Thermometer at 34°. Lat 53° 41' N.

Saturday 28th
Moderate gale, cloudy, set course and reefed Main, fore and main. Weather clear, threatening. Steering N.W. Course. Middle part light, and hazy. Weather under easy sail. Steering N.W. At day light light wind and made sail on the wind, almost calm, remainder of day light wind from N.W. clearness of weather some improvement in sight.

Lat 53° 24' N.

Sunday May 1st 1857
Light N.W. wind, hazy, weather under clouds, and course steering full and by, heading N.B. E. Spoke and anchored with the chart. Weather bad but no boats in sight. Commence one of our, Middle part light gale. From the 6th lying by at day light light airs and thick fog at 6 a.m. wind from the S.W. Cleared away made each close hatches heading to the N.W.

Lat 53° 41' N.
Monday May 2nd 1835
Fresh wind from the E & S under ordinary sail, heading into the S & W of weather hazy, hazing into the W & S and the N & E of weather. Noon shortened sail, light west wind at 8 P.M. light west gale from the S & E, lying to eastward, steering this day covered & picked up 4 five balls, bottom up, digged them right & left, by day's light fresh breeze from the N & W & E & S & W, set double reef topsails steering to the W & S. Later part strong N & W and hazy, steering a few points to the W & S, then steering W & S by W course.

Longitude 14° 16' 10"

Tuesday 3rd
Fresh wind from 30° to 35° steering N & N W & S & E, half weather double reefed topsails, shortened sail at 1 P.M. lying by all night, steering into the S & E & W of weather. At 3 A.M. made well fresh SE and fine weather, steering into the W & S the remainder of the day, very gentry of fine weather.

Wednesday 4th
To day light breeze from 30° steering to the N & S, fine weather at 1 P.M. Right whale in sight going quick, altered to the N & E, hazing and chased until 4 P.M. At 1 P.M. took an easterly wind from the S & E of weather hazy, hazing fast fresh wind from the S & S, lying at 4 P.M. Shortened main, weather onboard to about 10 a.m., N & S gale from the S & E & W & S & E, setting and hazing west Ward to W & S of weather.

Mr. Allen this day.
Thursday May 5th 1857
A storm from the SE heading to the NW until 7 P.M. Then weak ships heading to the S at 4 P.M. Moderate heavy wave, driven by a light SE wind, and calmed at 4 A.M. Weak ships heading to the NE thick fog at 6 A.M. Ships cleared away some but double reefs required. At 7 A.M. don't think thick again. Remainder of the day thick fog until 12 A.M.
Great wind, fog cleared away.

Latitude 33° 37' 54"
Longitude 43° 43' 00".

Friday 6th
Strong wind from SE clear weather. Ships heading to the N at 6 A.M. sailed at 7 A.M. Ship under horses sail near ship heading to the NE until 12 A.M. Then light gale from SE remainder of the day Same. Weather hazy at 5 A.M. weak ship heading to the NE.

Saturday 7th
Moderate gale from the SE heading NNE cloudy weather at 4 P.M. set reef. Near Shag Rocks plenty of wave. Ship's course to the right. Middle & latter part light SE breeze cloudy weather at 4 A.M. Set all sail heading to the NNE clear handled.

Longitude 33° 44' 00".

Sunday 8th
Light SE breeze fine weather. All sail set heading NW. Middle part light breeze from the SE heading to the SE clear handled at 6 A.M. wind handled to the NE heading to 11 A.M. Clear handled, weather cloudy.

Latitude 33° 16' 05"
Longitude 41° 11' 00"
Monday May 9 1769
Light breeze from the N. all day. set 2 ships under sail and by heading to the NE. Middle part light breeze close to. with some rain, under all sail at 6 O'Clock when it became equally thick and light rain. weather remains at 11 A.M. from the E. heading to the E. clear another Letter part heading to the W. E. by Night

Latitude 39° 30' N. Longitude 36° 23' W.

Tuesday 10th
Fine. Eastern wind clear weather with the exception of a little rain at intervals. heading to the E. clear and headed until 4 O'Clock then wore ships heading to the N.W. clear weather. Middle part strong breeze from the E. Changeable weather under a full sail and compass heading to the W. Letter part much the same wind and weather.

Longitude 39° 30' N. Latitude 36° 23' W.

Wednesday 11th
Light breeze from the S. Fine clear weather. set all sail heading S.S.E. until all under sail and Cut off Botom Whales in Right hand is light before George Island junc from the main Land of Behring America. Middle & Letter part calmed until 10 O'Clock light breeze from the E. at 11 A.M. learned & chased a Whales Botom which from MiddleBook until at least 11 A.M. set sail after ships had signals that Right whale was off, he came when within 40 miles of ships & the Right Whale could not be traced. Chased them several miles this day and finds chasing Right Whales. End tablet with wind blowing from W.
Thursday May 15th 1845

Light breeze from the E.S.E. pleasant.

Saw chasing whale until 10:30 P.M. We turned to come on board. Whale turned and ran under and around us. We beat back on and shot one and Larder and back at the same time on of the two escaped them. Larder did not get either, the Larder and that another before we got alongside ship. We on board ship at 11:30 P.M. and made the ship into the land running full and by 11:40 at 1:30 P.M. shortened for the night set greater gaffed. At 2 P.M. were ship heading & cloudy. At 8 P.M. light made sail heading into the land close hauled N.W. by 12:00 within 12 miles of the shore clear sky and breezy from the E.

Friday 16th

Saw wind from the E.S.E. close into the land running clear the shore heading about W.S.W. by 12:00 puffiness increased, increased, brinded light airs, and by 3:00 P.M. saw the weather being quite heading 3 off shore. Middle and latter part light gale from the E.S.W. heading to the S. close under storm sail another rainy and foggy. N.W. 8 m.

Saturday 17th

Light gale from the S.E. foggy and drizzly. Weather heading to the S. Middle part moderate breeze and foggy, heading to the E. con: till the day light then was ship heading N.W. in clear air ship, weather fresh breeze and foggy. Heading S.W. and steady. N.W. 6 m.
Sunday, May 19th, 1833

Nearly wind from the N.W. Sailing east, at 8 A.M. then wind set, and ship headed N. then, middle part fresh breeze from the N. at 8 A.M., ship weather. Gave wind direct for land, weather very fair. Then S.W. wind meeting north weather and some rain. Latter part, clear weather. Sailed on the ship 12 miles in the evening, head weather everything. But fair, saw all in sight.

Monday, May 20th.

Commenced with fresh breeze from the east. East weather heading to the N. at 8 A.M. Then clear a little, bu weather also. But not the right wind. middle part fresh breeze from the S. Headed weather ship with plenty sail set, heading N. at 12 A.M. Then clear ship weather 12 miles, and clear wind and cloud. Cloudy. Afternoon, pleased with the Shores. N. Weak, the land in sight, several ships to the E.

Tuesday, May 21st.

Calm, pleasant weather. 50 miles by the land, four ships in sight are sailed. Middle part calm, wind about 6 A.M. Then fresh breeze running east for the land. Several sail storing same. Latter part same wind in the same, N. to 8 A.M. Then clear, ship weather and breeze and some rain land 10 miles distant. Wind turned at 1 A.M. Baring about W. 8 miles.

Mr. MR. [illegible]
Wednesday 17th May 1835

Light breeze from the southward, heading to the S. Br. there all day foggy, rainy and sometimes clear, whales in sight. Four or five seen that day, 12h not very busy. 11h p.m. 19d a whale when we then came on board. Fresh breeze from the southwest, heading W before heading to the S. Land having from 300 to 400 miles off. 4 or 5 whales about 10 miles off. The land leaped and 19d p.m. 19d seen till 11h with between ships in sight parade them whales.

Thursday 18th

Began with light wind from the E. 11h 29d looking up to starboard looking bad. 12h p.m. ordered for a whale bringing strong, did not get fast. Wind and E. and the boat from the 5952 marry and Jesse under double middled and 39d all at the same time. 1h 30m ordered to head off the wind and in about 30 minutes the day at 10 am clearer short land 1 mile off breeze turned to the northeast two and one wind

Friday 19th

Strong 59 and Jesse, being weather, having more bad hauing in these several days being in bad and 100 short. All night standing off shore 49 and 59 heading 5 or 5 under double middled ships most time. At 8 A.M. conceeding 49 and from 5 made sail 59 next shore weather, being near the 4912 off the shore 49 12 30 in fast. 59 in sight standing in.
Saturday, May 21 79

We set sail from Blowering Point in three at 03.30 pm, heading off the light and weather
in straight and clear weather.

Sunday, 22nd

We had calm, light, and weather. We had sail on the wind,
in the weather. We had sail off the wind and in clear weather.

Monday, 23rd

We had calm, light, and weather. We had sail on the wind
in clear weather, and in the weather.

Tuesday, 24th

We had calm, light, and weather. We had sail on the wind
in clear weather, and in the weather.
Wednesday, May 25th 1851

Began with a light E wind and cloudy weather. 2:00 P.M. Light gale commenced reaching sails 2:34 P.M. under stream sails and General heading off shore. By 3:30 P.M. clearing a gale handles the foredeck heading S. By 4:00 P.M. moderate wind. Gave a rainy weather. Latter part cloudy, light to wind heading to the N. full and by all sail 2:00 P.M. Closer to day.

Thursday, June 1st, 1851

Light wind from NE cloudy, all sail at heading 8:30 A.M. the wind at 12:00 P.M. gale. Three small ships in sight steering same wind. Middle part light airs and calm. Heading in course, easy sail clear and time gale. Latter all sail set light and guard and part time strong from the S. Heading for shore at 12:00 P.M. distant 14 miles of the land. 20 miles SE of Cape Horn, chased Whales going to windward.

Friday, June 2nd

Calm until 11:00 A.M. then light N and have chased several Whales. This, spotting about the land, remainder of the day calm.ship 140 miles from the land. Left a Mate on shore with boat. First time about 10:00 A.M. all whales visible.

Saturday, June 3rd

Calm until 3:00 P.M. then light breeze from the W. weather pleasant, chased light winds at 9:00 hours calm. At 6:00 P.M. all boats on board. Ships in sight. Middle part light airs from the W. and calm until 8:00 P.M. light breeze from W. Latter part light and all 24 knots. Cptng. 100 miles from land chased several for wild whales.
Sunday, May 27th 1837

Began with light breeze from the S, beautiful weather, all sail set, crossing on shore, boarded for Whales. Middle part ESE wind, good weather, ship's back all night on shore, boarded for Whales at 4 am. Light air. Latter part strong breeze from the S, crossing on shore.

Monday, 28th

Strong E wind, good weather all sail set, making ship's to the SW. Middle and latter fresh breeze from the WSW, cloudy, weather all 22 at 10, set heading SW by SW, close hauled. At 12 pm tacked ship, heading W.

Tuesday, 29th

Strong WSW wind, cloudy, weather little hazy, all overcast 22 at 10, set heading W by SW, close hauled. At 6 pm tacked ship, heading SW, hauled SW. Latter part, light airs, hazy, and calms. Turning to the W at 2 pm, light breeze, cloudy hazy. Turning WSW, course. Let at 37° 30' W.

Wednesday, June 1st, 1837

Light ESE wind, cloudy, hazy weather, all sail set. Setting WNW course. Turned off shore sou S by SW, all sail on right. Middle part, fresh breeze cloudy, running ESE for as far as sail can, till 12 pm, then being ENE through foremast back, at 3 pm, daylight, set all sail, steering to the WSW. Remained of the day, running, in this set.

Thursday, 2nd

No day, fresh ESE wind, cloudy, hazy weather, all sail set. Middle part, calm, till 4 am, then light breeze. Latter fresh breeze until 9 am, heading SW all sail, weather fine. Let at 37° 49' W, Lord 1.
Friday June 3rd 1836

Strong breeze from the northwest. Fair weather, all sail set, heading S.W. until 7 p.m., then backed ship, heading S.W., middle part bright, wind heading 350°, close hauled.

Guttered breezy from the W. joined steady at 9 p.m. Backed ship, heading N.

Latitude 37° 06' N
Longitude 141° 38' W

Saturday 4th

Light Theseus and fine weather.

Middle part light wind from the W., heading to the W. All sail set and ten light being about N.W.

Mount St. Elias and Mount Bearweather, 100 miles distant, bound to the S.W.

Sunday 5th

Light breeze from N. heading to the E. The breeze and remainder of time until 9 a.m. to the W. Middle part Theseus and fine, and Bearweather bound to the S.W.

Several ships back to day did not have any 9 12 p.m. sight.

Tuesday 6th

Strong wind from the E. Theseus, at 12 p.m. 10 miles from the beach, backed ship, heading off. They held moderate and fine bright.

Middle part calm, 10 miles from land at 3 a.m.

Light wind from the S.W. Flying course S.S.

At 6 a.m. dead calm, 2 miles E.S.E. She'd 55° 35' bound to the S. W.
Tuesday June 7th 1849

Calm after 1st part till 3 pm then light breeze air from the W.S.W. during S.E. course. Middle part of day from the W.S.W. all good weather all S.E. blowing during S.E. course.

2nd part fresh breeze from the N. pleasant all till 21/2 hours. sea lights and humpback whale. 5 3/4 am Being back to N.W. land to distant N.W.

Wednesday 8th

Fresh breeze from the E.S.W. until 2 3/4 pm. good weather then hang for rain. 1st half hours heading S.W. Middle and 2nd part being blown from E.N.E. rainy weather. heading at until 6 am then came ship heading N.B. under double portable lamp and from late, marked in light hearing W.S.W. 4 39. 34. 10

[Signature]

8 pm 13° 26. 16

Thursday 9th

Being arund 6 3/4 pm. cloudy rainy weather. heading N.B. until 4 pm then in the other tack heading S.S.E. remainder of the day being a not rainy weather very, at 7 am put ship in the other tack heading S.S.E. winds.

Friday 10th

Being arund from S.S.W. rainy weather cloudy. till 11 pm. then a dead whale was seen three miles in windward made me tack 2 1/2 pm whale along side, a large fin back. Middle many strong winds dying by.

2nd part out on the whale, tack another along side which have sight at day light.

[Signature]
Saturday, June 11, 1851

Light East from S. clear, cutting the other whale they a Right Whale, at 7 P.M. started cutting. Started to haul. Hauling until 2 A.M. Wind moderate from the S, but in the other whale by 11 A.M. Cleared up decks, Heading N, close hauled under head sail.剪 ends.

Sunday, 12th

Light breeze from the S, heading N. Clear and unclouded, weather cloudy. Middle part of the day clear and calm, good weather. Latter part of the day beating before good weather employed, Boiling, several sail in sight at 11 A.M. ten light whales cleared boats. Will not yet anchor. Write ship, Marica, landmark sight, Mount Elba being about N.

Monday, 13th

Light 得ery calm, good weather employed, Boiling, Heading to the N. Middle part of the day clear and calm, until 1 A.M. other light wind from the 35 all clear, sail at heading to the N. Latter part of the day, wind, rain, employed all day Boiling, Sailed with the ship, Marica 113.

Tuesday, 14th

Strong wind, raining. Boat on board of the ship, Marica, employed Boiling, Until 4 P.M. Then finished, cleared decks. 2:10 P.M. Sails came clear. Boiling strong under double gybe. Heading into 30. Middle part of the day, Latter part at 10 A.M. clear, light. By 12 in Calm, have no water. 
Wednesday June 14th 1857
Light bopping and cloudy. Weather very
hazy in morning. Middle part very calm until 10 a.m.
then fresh breeze from the S. heading E.
Sunny last quarter 7 a.m. then S. South west
middle heading S. gained with the Sunda.
Latter part. Strong wind from the S. cloudy
latitude 37° 30' N.
longitude 142° 44' W.

Thursday 15th
Strong wind from the E. cloudy. Another
and very calm, paid until 4 p.m. heading S.
and very heading N. in place, set whole topsails.
Middle part and bopping and calm. pleasant.
All sail 1st heading to the E.
Latter part, very calm and calm. Strong down
latitude 37° 30' N.
longitude 142° 32' W.

Friday 16th
Calm until 3 p.m. then light breeze from
the S. heading E. all sail set at 6 p.m.
finished. Sailing down the 8th from Sunda.
Middle part and breeze from the S. until
3 a.m. heading 360° S. then calm. 9 p.m. light
breeze from the S. heading 8. Latter part wind
blowed to the E. heading 86°. 20 ends under
all sail.

Saturday 17th
Light breeze from the E. cloudy. All sail
set heading 86°. Bound to the E.
Middle part and latter part light air and
calm. See my light Ushersball did not
set him.

Ed Threlkeld Capt. 16th Oct 1857
Longitude 142° 39' W.
Sunday, June 15, 1832

First part calm. At 4 P.M. hark-and-
yard and boats lowered for a Right Whale.

At 9 P.M. first to be seen went about
1 A.M. flinched the line the whale ran.

All the time showed no chance to kill
him. Midl & Latter part left. We have
from the N. good clear weather for securing
tall whales, all the ships in sight. Lat 42°35'
Long 74°30' W.

Monday 20t

Light Easterly Breeze, good weather,

Cutting Mount St. Elias coming about N.
all part set, made the ship Medagina.

Midl part left, Breeze until 3 A.M. then
came to 6 A.M. Light Breeze from the E.

Bowed in three heading N60°W close hauled.

Latter part left, Breeze Clouded, Land
from distant.

Tuesday 21t

Light & Clear, Breeze Clouded, heading N60°W.

on the wind, at 4 P.M. Land 15 miles off heading
along shore. Midl part left, Baffling wind.

Diving No. 6 for Baffling Bay, at 3 A.M. Light

came from the N 80°W. Moonly Point 15 miles
thence and coming about No. Latter part to the
mouth of the Bay. Cheese pump back a little,

at 12 A.M. about 6 miles into the Bay from Moonly
Point.

Wednesday 22nd

Light North Westerly, another steaming out

the Bay. At 2 P.M. came off the ship with
bread fish, mordes e. c. at 5 A.M. went in shore

Mascello found light W wind pleasant heating
of the Be. 9 A.M. clear of the bches.

30° course. Latter part light Easterly wind Cloudy,

another steaming 838 Course running along the land.
Thursday June 23rd 1837
Brag with light wind SW. Very Hazy
Little rain, steering 55 degrees, true, Royal set.
Middle part light belling, the wind from
3 A.M. till Light breeze from the N. heading E.
Longitude 38° 18' 19' E.
Latitude 38° 25' N.

Friday 24th
Fresh breeze from the N. heading 35 degrees.
2 P.M. then tacked ship, heading S. Light breeze.
Middle part light belling and hazy weather.
After part light breeze from the S. close-hauled on the wind, heading to the NE.

Saturday 25th
Fresh breeze from the S. until 2 P.M.
Then hauled to port, heading by the wind.
Tackd 7' 18' Set, 6 P.M. in the Right Whales going to the E. Tack lowered and chased an hour.
Middle and After part light breeze from the N. heading to the W. until 9 A.M.
Then to the S. Employed towing Whales, Maintained course in right bearing.

Sunday 26th
Light breeze from the W. cloudy, heading
S.S.W. all sail set. We have Right Whales going to the N. East. Caught a few hms. Also, and
After part light breeze from the W. heading 55 degrees.
Another cloudy day in light steering for the
weather. Some hms. were chased but they were large and
broke away.

Wednesday 30th
Tried to get to the W. bound to the W. 1st Green
haven, but no land.
Monday June 21st 1839
Calm, cloudy weather and quantity of being whale in sight. Northwest & Western part calm and light breezy airs occasionally.

Wednesday 26th
Commences with light breeze from WSW.

Wednesday 27th
Strong wind from SSW, plowing WSW all day. Clear set, weather storming. Middle part same. Latter part moderate breeze steering WSW course. Bound to the Arctic Ocean and to take a look at Baffin Inlet. Latitude 79° 07' N. Longitude 147° 53' W.

Thursday 30th
Fresh breeze from ENE, fair another course NNE all day. All sail set, at 7.00 am steering SW by S. Latter Twelve hours strong and hazy, steering SW by S all sail set, 2 ends.

Friday July 1st 1839
Strong and from ENE hazy, steering SW by S all sail set and with Kumpack Caleb in sight. Northwest part light & wind hazy. Steaming SW by S course 97.00, ashore from then shew the Baffin Bay. Latter part fresh breeze from WSW heading SSW clear hale in the wind and clear pleasured, getting with the Bank turn round of 15 miles, 2 ends.

Latitude 81° 05' 55.8" N.
Longitude 138° 10' W.
Saturday July 30th. 1839

Fresh breeze from N.W. clear and pleasant

Staying full and by the wind N.W.
Middle part heavy and clear. The W. heading 28 28 38° E. at 9 A.M.

Wind from N.E. at 9 A.M. Clean. CD. 33 33 38°

Latitude 33° 34' 37"

Strong wind thick fog leading S

shaded two o'clock east at 4 P.M. strong

ship heading W.N.W. clear. Middle part last mentioned was about 3 P.M. and from the W.N.W.

Fresh ship heading S.W. clear.

Lat. 33° 36' 47"

Longitude 53° 46' 40" E.

Nautical 133° 33' 50"

Sunday 31st.

Fresh breeze green N.W. heading W.S.W.

Pleasant. Middle part fresh puffing wind

from no other heading S.W. 38 38 W. all sail set. Last part calm, few cats lower in light

air occasionally. Time ended the fourth subject of the fourth of July. Nothing more.

Lat. 33° 46°

Long. 139° 10 W.

Monday 1st.

Stirring calm fine weather. At 9 P.M. light

east from the S. heading N. course at 12 P.M. light with

from the E. pleasant. Latter part heavy winds pleasant

heading N. course not large Cutting ship out.

Latitude 3° 06"

Longitude 137° 12 W.

Tuesday 2nd.

Light breeze from the & all sail set and to wind from the S.E.

Heaving to for Oamaruk Shoals.

Middle part long breeze N.E. heading N.

Puff part strong & breeze heading S.S.W. at.

Lighted the land for Island Oamaruk Island.

33. distant. Clearing along the shore. 33.
Thursday, July 27th, 1837

Strong breeze from the E. West, steering the land about N.W., for the passage, at 9 a.m. 12 miles distant from Amneak Passage, bearing about 115° N. at 4 a.m. the passage turned through and did not that night. Ongamok Island at the mouth of the passage, 18 miles distant, steering a WNW course through. 29.1 p.m. through the passage. Middle part light breeze from S. pleasant, steering W. S. E. Latter part light airs and calm, until 10 a.m. then breeze from N.E. Amneak Island.

Appearance of Amneak Island being NW.

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Friday 8th

Light airs and calm, until 11 a.m., then light breeze from the S.E. & pleasant. At 6 p.m. breeze from the N.E. Steer W. S. E. Middle part good breeze from the N. pleasant, going through smooth water. Plenty of seal caught one. Latter part fresh breeze, hazy, steering W. S. E. Passed St. Paul Island to the E., just in sight.

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Saturday 9th

Gentle breeze from the E. and S. 20.20 miles, all ahead steering N.W. Middle part calm, becalmed a short course home, thick fog. Latter part light S. E. and foggy. Continued the same, that second day from hunting and did not see him.

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Sunday 10th

Light S. E. breeze very pleasant, steering N. W. Middle part pleasant wind, another light breeze, course N.W. 50° N. 50° W. Calm.
Monday July 17th 1835

Begins with calm and thick fog, until 1 P.M. then light breeze from SW thick fog. Middle part of day. Light light breeze from the E steering NNE. Current thick fog.

No Observations

Tuesday July 18th

Light SW wind thick fog steering NNE Middle and latter part light airs and calm. Thick fog for part time. All day not

Conserve

Wednesday 19th

Light breeze from the 8 thick fog steering NNE part time for 12 mile all 24 1/2 set. 20 and 21st. Latitude 62° 59' 30".

Thursday 20th

All that twenty four hours light wind from 28 thick fog steering NNE until 4 P.M. then NEW remainder of the day.

Soundings 38 Fathoms, Duller

Friday 15th

Thick fog. Fresh breeze from 58 steering NNE all 20 1/2 set until 4 P.M. then hauled light sail handled up course and luff to the wind, heading 50° at 1 A.M. in the other tack heading ESE. Latter part light breeze from then heading to the 8 close hauled. Thick fog.

Saturday 16th

Light baffling airs thick fog. Most time caught 6 each fish and shot about 20 ducks. Middle and latter part fresh breeze from the E steering course and the time. Luff to the wind 2 hours heading ESE. Undercast bad.
Sunday July 17th 1837

Fresh breeze from S, clear enough to see 12 miles, steering 212, 4 PM course west 4 30, 4 15 PM steered 5 12 15 PM steering for it to White in right, Middleport calm, third astern.

Fetterport third by fresh breeze from the N. By anchor until 9. Am then steering for shore land in right NE Calm Starboard lee, backing WSW.

Monday 18th

Fresh breeze from the NE clear, sailed out another close hauled on the wind reaching noon land 15 miles off, hike the Robert Edward's Whip to 2 PM on cast at 4 PM are one Beached while going to the E. Frick chased an hour, Middleport calm until 6 AM then left by breeze from the S. Pleasant, lighter fresh breeze from 9 steering for St Lawrence's Island about 20 miles distant.

Tuesday 19th

Light breeze until 5 PM then fresh from the SW close in to the Island, routine on board, settlement on the north of the Island, chased devil fish.

Middleport left bent and while returned at 11 P.M. routine on board at 12 P.M. they went ashore, being wind from the N. Flurrying through the Streets, heavy weather.

Fetterport fresh breeze from NE thick fog and time buffed with the wind heading to 5 55 more or less, while by pine steering course WSW towards.
Wednesday July 24th 1857

Strong breeze from E then fell to the wind. Headed 88° and ran well.
Middle and Later parts, strong wind from the S. Close hauled on South Toto during the time until 12 a.m. in light JF. Passenger.

Thursday 21st

Strong S33° wind, same as yesterday. Set a dark and part of the S33° and 90° to wind and course. Set a dark at middle part. Strong wind thick fog until 1 A.M. then light wind from 8 a.m. all day in the land covering the day.

Friday 22nd

Light air. Baffling and calm during the day. At 4 P.M. came from the S. Baffling and strong wind. Middle part fresh breeze from WSW, under easy sail heading to the S. Close hauled. Thick fog. Latter part clear weather. Light baffling wind. Headed SSW and 12 miles from Queen Charlotte...by the ship, arrived at 5 a.m. 12 miles from Queen Charlotte...by the ship.

Saturday 23rd

Calm. 120 miles from the ship. Foggy skies. See Queen Charlotte 15 miles, to the SSW, 1 yard apart on the North Swain. Middle part light breeze clear until 1 a.m. Thick fog, heading SSW until 4 a.m. Then set ship in the other tack, heading SSW land blew off. Set a dark and to anchor. 17 fathoms water.

G G Cope Amity Sea. 45° 33′ N.
Sunday July 9th 1839
Without further trouble lying to an anchor off Cape Chaplin Light & bury Thick fog, Blake the present day of N.

Monday 10th
At anchor Thick fog, LEFT Breeze from the N.E. at 2 P.M. in the Baraka Clear anchored. 4.2 miles from red Light Sampwood 51/2 miles on board. At 6 A.M. Bury from the No. Thich.

Tuesday 11th
At anchor Thick fog and RIGHT Breeze at anchor about 4 miles from red. Threw Breeze met the Time, at 11 A.M. Wind from 80 miles from land about 4 miles distant, Cape Chaplin.

Wednesday 12th
Fresh wind from N.W. Clear, Took the anchor at 2 P.M. ship underway, Heading N.W by the Wind, Middle Port, Right Breeze, 11 miles from the centre, 7 miles from the point of land at 6 A.M. St. Lawrence Bay 6 miles distant being in sight. Lower Port Light, middle port Light, and berries to the S8 All Pointes

Thursday 13th
Light LEFT Breeze, Bearing to the N. all day, At 5 P.M. another Comedy of the Three Point Light at St. Lawrence Bay, Cape zoom when heading to the 6 close hauled, came on board at 7 P.M. Middle Port Light breeze from 8 miles North, Tacks heading N.W. at 8 A.M. Thick fog onwards saw sail heading off this. At 9 A.M. came to an anchor in 20 fathom.
Friday July 29th 1839
Came to anchor. First breeze from the
S. thick fog. Middle part came and 7 3/4 a.m.
Then clear. Light breeze till over anchor
and veered to N all 9 20 p.m. Letter
part calm. Laurence 167 300 miles
Distant Barney 35 4th seconds.

Sunday 30th
Calm found a dead Devil Fish
While 2 miles from the ship took him
A long fish at 4.30 p.m. 9 20 m. eaten.
At 6 p.m. Light breeze from S by heading N 1 3/4
Through running through & the southern is.
Middle part Light breeze from S 4 3/4 to 7 15 m. getting to the S at 8 15 m. almost through the strait to the leaving 8 30. Then took 2 m. wind
Thick fog, plenty Devil Fish on sight. Letter part
Strong wind. Foggy & named steering N 1/4 S full
and by the wind. Shot the Eric 1 3/4
7 20 m.

Monday 1st
Strong wind rough wind in named heading
N 1/4 S by all and sailed S to Middle part came
Wind and weather under easy sail.
Letter part foggy part time part clean.
Not any thing in sight. D ant 67 60 m
165° 27 16

Monday August 1st 1839
Strong rain all day all heading very
clear pleasant weather. At 2 p.m. per lane
Kupian America. More rain in sight.
Mends from light bellows wind and pleasant
Sailing to the N. Letter part rain by another
calm, but any thing in sight.

Coast of Kupian America.
Artad 1000 m.
Wednesday 3rd

Light gale from the N, foggy under short sail at 5 A.M. light wind from NE pleasant. Tented in sight. Latter part gale, leading NW 12 miles from land in sight ahead the coast between Cape Lookout and Cape Fear. 13 cables opened.

Thursday 4th

Light wind from the NW, fine weather. Heading NNW for the land, full and by 10 A.M. land 12 miles distant. First ship on the other tack, Middle and latter part strong and light wind at times on the off and in short tack at times broad N. clean and pleasant, fine and ship under sail. 13 cables opened.

Friday 5th

Strong wind from N & clean and foggy at times broad N. all sail set, any quantity ship and nothing else in sight. Middle part same under 12 cables, thick fog put ship round and tacked sail, Latter part light wind from N, thick fog.

Saturday 6th

Light wind from the NE, thick fog, standing by and in very under short sail. Cock Latitude being about 35°. Middle part fresh breezy clean and foggy at times. Latter part light gale from N or E and ships in sight tenuity to enable.
Sunday, August 14[st], 1849

Left port from the N.W. foggy, most of the sun shrew and the ice heading N. by W. 11 P.M. present ship off 80 miles lower Clear of ice Effects. The sun cloud over cast foreshadowing a squall. Middle part strong gale objects within sounder. Latter part moderate to gentle at 5 A.M. same ship, clouded to be seen through the haze. Several fall to light.

Monday 15th

Strong breeze N.W. foggy. ship in sight under the Antriman of 32. sun worst 2 A.M. Middle part strong breeze from the wind clear at 3 A.M. cast sail land in sight. Latter part fresh breeze foggy at 10 A.M. put ship on. off shore tack being over the land. Under cast land. Latter part strong breeze foggy. spoke the Mrs. Ritch.
Thursday, August 11, 1857

Light breeze undercast sail about the ice at 2 P.M. Took balance on board and sound their hills and heads. Also went to deck. Letter from Light Nor'mast pleasant all day. Catering about the ice made light. Sailed.

Friday, 12th

Light breeze from N. Pleasant. Catering about the ice. Several ships. Middle part light breeze from the W. going about 4 P.M. then steering NE. Letter from Light all sail set at steering 151° 33' All sail set; at 10 A.M. pleasant the land to the E. Catering about the ship going generally dead in light. Sailed and kept to the N.

Latitude 64° 10' 10

Saturday, 13th

Sailed ships about the ice. At 2 P.M. were two or three. Before the whole going 3. Laid a track and chased without success. Middle part Light went from the W. going about another heavy from SW. Letter from Light steering to the NE. at 3 A.M. calm. At 10 P.M. wind rose one horse of the main and then calm. Pleasant. Land ships and ice on right. Sailed.

Latitude 62° 30' 10

Sunday, 14th

Light breeze from W. hazey, heading to the N. Land very low. 30 miles distant at 4 P.M. up to the ice several ships there broke the ice. Light went one horse to day. Middle to Letter part. Light beehive on from 11 to 3 P.M. with few ice. Lettered catering about the ship on company with the land. Sailed with one horse, the ice in a width only. went caught for a week. Weather freezing and had been ice for a month. Time and time at have been to the 14th. Land same distant. Sailed.
Monday August 13, 1857

Light winds with some squalls, contrary about the ice. Middle part calm, fresh from the S. As we lay at 4 a.m. land 3 miles off, remainder of the day working along the land first one way then on the other two. 10 a.m.

Tuesday 14th

Light breeze from the S until 2 p.m. then calm. Middle part calm, latter part fresh, and light becalming air. Fogg & seaco.

Wednesday 15th

Calm and foggy and 13 miles distant. Middle part calm until 9 p.m. Then light breeze. From the S. Foggary off 333 until 11 p.m. Then, offset to the wind heading to the S head yard out to. Latter part fresh breeze. Sailing to the S. Land 6 miles distant at an ESE point on shore. The land forms a very extending front miles along shore between the high land and the low land along shore.

Thursday 16th

Commed with light breeze from the S and began one sail on right. This with all sail put to 3 miles along the land about 4 miles distant. See more deer. 10 a.m. left reef as shore. See few boats on the shk. Being about 9 a.m. right and 10 a.m. then light breeze from the S. By night all right at 3 a.m. we pursicked & entered at 11 p.m. Narragansett Bay. Truck one by 39 a.m. alongside commenced cutting oar.
Friday, August 19th 1837
Calm employed cutting finished about 3 P.M. at 3 I secour 2 boats for whales Tunc and cunt got near them, at 7 P.M. light breezed from 800 working ship. Tunc and cunt. Under easy sail. Middle part light breezed of fine weather under easy sail. Latter part calm and light airs. See for whales going to windward quick. Land 11 miles distant twenty five ships on sight. RK, Oly 12. 69° 29.34

Saturday, 20th
Light breezed Calm and light airs good weather being about at night crossing between the ice and land leaving the day ice a fair chase. Employed الحالي Rounds

Sunday, 21st
Light Bitter wind and calms fret the turn, ice and land in sight and 3/4 ships 4 cables. Middle part light smooth pleasant at 2 A.M. finished today the whale. Latter part fresh and breezed until another ship, ten in three whales going quick land 8 miles distant Rounds
Latt 69° 20 North

Monday 22nd
Light aire and calms steady. We duffered clean at 4 P.M. 6th boat on board, returned at 11 P.M. he remainder of the day light airc and calms hazy weather employed trying down Rounds
212 Bbl 60 Tons
Thursday Aug 23rd 1820

Sailed away from the 2nd pleasant

heading 105° and set the main and fore topsails. After two hours walked some quiet distance

then at 2 P.M., and weighed our anchor in

sight. Sailed east by north east. pleasant
crossing about the land, at 12 M. about

45 miles to the N of Cape Lebron,

at 69° 24'. North

Wednesday 22nd

Commenced with fresh breezy

pleasant. Crossed over all sail.

Chased whale. Came in the day at 4 P.M.

Sailed the Robert Edwards.

Middleway, Latten Basin Light Battery

fine pleasant at 6. On time chased.

Chased. In ended. Cape Lebron at sight

Thursday 23rd

Begun 6 A.M. whale at 4 P.M.

Chased. All the whale at 1 P.M.

took him along side. Fresh breeze from the

w. Came in anchor with the ship at 2 P.M.

Middleway at anchorage. The whale

land from 8 P.M. Cleaned hairy treasure, at 9 P.M.

and from the W. commenced cleaning.

the whale finished at 10 P.M. and began

cleaning the heads. 2 in ended.

Friday 24th

Cleaned 2 and from the W. pleasant

at 2 P.M. Took the anchor in the sea.

Turned. Crossed. Middleway at fresh

breeze from the W. Ice in sight. At 2 A.M.

whale was fresh armed from the

underway. 2 in ended. Pleasant.
Saturday, July 11th, 1839

Fresh breeze from the S'w'ard, at 4 P.M. most from the S'w'ard.
Middle part from the S'w'ard, pleasant, wind last day.
Latter fresh breeze from the S'w'ard.
Chased whales around the ship, certainly on third part three and first off, then came to the land within 8 miles of the land.

Sunday 22nd.
Light air, calm, part from the S'w'ard.
Chased whales several times in sight.
Middle part last air, from the S'w'ard.
Latter part fresh breeze from the S'w'ard.
Mainly weather, not much wind.
Employed holding the whale, 3 noon.

19° 24' T.

Monday 23rd.
Fresh breeze from the S'w'ard.
Weather, whales, last part.
Test the whale from dead and hidden.
Finished cutting, land about 12 miles off.

20° 24' T.

The same place where we took the first whale.
Middle part light wind and some heavy crying attack at 4 P.M. A.
Light pleasant, see whales chased.

Nought East, 11 P.M. whale along.

11° 20' T.

Tuesday 24th.
Strong wind, every thing bleached with the

finish'd. 12 P.M. Set blocks, hung main

and by the mast, and mizen topsails hang

and luff. Yesterday strong wind clouds,

under cloud will coolly not standing down.

11° 50' T.
Wednesday Aug 31st 1839
A fresh breeze from the SE pleasant finished steering at 2 p.m when commenced backing the other sail. Set a main sail and stood for the E.
Midle part strong and veered the topsails, leeward part strong blew from the S. Hence steered easy sail, heading to the NE for about until 8 a.m then heading to the NW off shore, employed boiling, etc.

Thursday Sept 1st 1839
Fresh breeze from a N'ly under strong sail heading. Midle part light and from the S'ly. Leeward part easy from the N'. Bad weather cleared down the fire in acts of bad weather, clearing the day on the N'w wind tack part time and on the N'w more part, several shipts in sight.

Friday 2nd
Light gale from the S'ly weather at 4 a.m land in sight. Put the topsails standing off and parlor shewn. Midle part light gale and from the S'w at 3 a.m moderate wind from the NW started fires for boiling. Set all sail.
Leeward part fresh breeze from the N'w and all 2d running to the S'w all hands employed in loading. The afterhod and bedding parties.

Sat 3rd about 11 30 a.m

Hand about 13 miles distant, bound to the S'w about 21 hrs running to the S'w.
Saturday Oct 3rd 1839,
Commenced steering north from this all clear not running to the east to 2 pm finished steering. Then commenced steering out of the wind. We had put clean over 100 miles. Middle part strong wind set double reef to clear the ship close hauled on the wind. Standing off and on short. Letter part strong wind pleasant all sail set working to the wind land and few ships in sight, see two or three shales being said to be the wind.

Sunday 4th
Strong wind pleasant all sail set about your leeward and each tack eighted the land on eastern tack, chase the whole Middle part light gale cloudy under good press' sail bound in close hauled. Letter part strong gale under close reefed from my gage and double reefed main topsail, see 5 sail ahead. We managed to catch or share, get ahead.

Monday 5th
Bowing a gale from the unpleasant weather pleasant short sail heading six. Time until 6 pm then clear weather land about 10 miles distant. Middle part strong fell from my gage under close reefed main topsail and fore shu sail on the wind at 69° 38' 10.

Tuesday 6th
Moderate gale from the wind short sail heading 34° 3 at 4 pm were with wind 10° 8, Letter part light banded out all the by 11 pm came 15 miles off just about 4 pm.
Wednesday Oct 17 1837

Begins calm. Landing sight. S

The Taurus 13. no wind.

Middle and Latter part Calm.

Reconies from the land already placed in the anchors.

Thursday 8th

Begins calm at 3 P.M. Light wind, clear and pleasant, heading up at 4 P.M. Air slightly, heading in this way to the land. Middle part calm, and wind moderate. Jigger reefed forward, Mizzen reefed close. Latter part light jibe by 30 minutes. Double reefed topsails, clearing the day, working to the required time on one tack and part on the other. Oct 18th

Friday 9th

Light gale from the S.W. Close reefed 3 P.M. Middle and mizzen and storm staysail.

Middle part heavy gale from all points, but close reefed main sheet and storm staysail, heading to the W.N.W.

Latter part strong gale lying to under storm staysail, heading off shore. Oct 19th

Saturady 10th

Heaving gale from the S.W. Main staysail long to leeward, 2 P.M., wind ship heading to the S.S. Close reefed main and storm staysail, and main shrouds on the ship. Middle, Latter part the same. Oct 20th

Heavy, very strong. Oct 21st
Tuesday 11th

Strong gale from NNE, in fine weather. Vessel in the Channel. Motion of the compass on the weather tack. 82°. The weather tack. 8°. 10:15 A.M. 8°. 30:20 A.M. 8°. 37:15 A.M.

Wednesday 14th

Strong gale, pleasanter weather. The vessel's draft of 115 feet. The vessel's draft of 115 feet. The vessel's draft of 115 feet. The vessel's draft of 115 feet. The vessel's draft of 115 feet. The vessel's draft of 115 feet. The vessel's draft of 115 feet. The vessel's draft of 115 feet.
Thursday Sept 13 1839
Fresh breezes from the SSW pleasant
Sailing 288° course 1200 feet Shipped
sails, made in sight 10 miles off,
rounded to the wind at 8.30 a.m. under easy
sail, at 12 p.m. being course 330° all day.
set light breezes. Letter part of wind
from the ESE pleasant. Sailing 330° at 3 p.m.
Calm wind in sight at 2 a.m.

Friday 14th
Calm and light, dappled with pleasant
drizzle. Modified until 3.30, then covered
off. Midship course until 8 a.m., then beam
from 328°. Latter part strong wind, hazy weather
all sail set. Steaming to the SSW bound to St.
Lawrence Bay, at 10 a.m. bad looking weather.
and concluded to go to Port Clarence, put
off for at 12 m. off Point of Whale Cape.
Steaming and handled our course to the W.

Saturday 15th
Strong wind, Steaming to the NW for the Port.
at 3 p.m. inside the headland. At 5.30 came to
anchors for the night. Light wind from the N.
head current. Midship at anchor,基因
with ship waiting, at 9 p.m. the left hand for
the Islander, at 11.30 got under way, Light wind
from the SSW all night, Steaming to the SSW for
the harbor. Close part light breeze, Steaming for
the harbor. King's Island bearing to the W.
near the Island. at 3 p.m. in the harbor.

Another light breeze, went on shore formed a leaning
place, met some vessels. Wind.
Highlyed getting 5 1/2. Cash
Sunday Sept. 18th

In port clearance at anchor. Strong breeze from the right saient all hands. But one boat crew at liberty on shore; at two o'clock PM all hands on board, noticed on board during the day.

Monday 19th

At anchor at 6 am. Took the anchor. Took the pilot up the bay to the river. Place at 7 late anchor in three gales about 3 miles from the shore, clearing the chief. Evening light gale, employed cleaning water. Left journy for the Bay with beat and crew.

Tuesday 20th

Lying at anchor with fishing line out. Pleasant employed getting boat and later caught returnance from up the Bay at 2 PM. Fishing is beat today. 1st, 2nd, 3rd, Sander forced every thing used in hunting in great demand.

Wednesday 21st

Fresh and pleasant lying at anchor until 11 AM, then go underway by 12 PM. Set to the Heads. Turning 8 PM, 2nd, 3rd the day.

Thursday 22nd

Firing wind from the right saient main'appellant East at Twenty 500 compass, through Bering the head. Middle part wind strong weatherClimateerman left main'appellant. Cutter from fresh breeze from 8 PM. Cloudy.

Fixed off for Cape Island.
Friday A.P. 24th, 1824

Wore about from the N.W. 8 b'd. off, all day.

At Evening 10 C. course. Middle Port Fresh breeze and lest from the Steeering 5 by 8, and the

Weather, Middle Port Fresh breeze Calm, Steer for the Course, all night all wind.

Saturday 25th

Fresh breeze from the N.W. clod, steer
to the 8 b'd. at 4 P.M. long Island lights

to the 8 b'd. off to the wind beating W.N. 8

all day at 2 by 8, off Night, Middle S. 82

and Light breeze from the N. beating to

windward, no trim. A little calms

Cat 6 by 10 S.

Sunday 26th

Light breeze from the N.W. clodly,

 baked ship to windward, see mid Light

while clod from 4 P.M. until 6 P.M.

Middle Port Light air clodly, G. The

out-light air beautiful weather, Baked in

Light sunshine about S. and Island 35 miles

to the N.

Cat 6 by 10 N. 85.

Con. N7° 28' W.

Monday 27th

Commenced with Light breeze from N.W.

and beautiful morning, baked in Light.

Middle Port Light breeze from N.W.

the wind before the ship, North of 13.

Cat 12 P.M. steer for the Land, Light breeze

at 4 P.M. neither, 8 miles off. Off the Port

at 4 a.m. with the boat off, went on shore

and a light air from the W.N.W.
Tuesday Sept. 27th 1849

Light air from the SW clately. Wore at 3 P.M. Cast returned with one White Bear, making S of W. Middle part light air and calm. Pleasant, remaining clear till dusk, 4 Dist part light air, cloudy, steering a 36. Course SW

Wednesday 28th

Light air from SW clately B hazy. Steering a southwest, Middle part calm and cloud. Death by dist. The cont. East part light bolling air, cloudy hazy, steering SE course, veered

Thursday 29th

Light bolling cloudy hazy. Weather steering SE Calm, nearly with the SW. Close land of N. Middle part light breeze. Near steering SE. Latter part set all sail light breeze steering same course SE. veered

Friday 30th

First part light breeze from N to SE steering SE. Weather clear and pleasant all but Right Whale going quick to the SW. Middle part strongly wind cloudy. Steering course until 12. P.M. Then took in all sail but close hauled. Main set sail and kept to the wind heading to the N by E. By evening a light gale. Latter part steering strongly, still going the wind on short sail, veered

Several Whales on Sight.
Saturday, October 1, 1839

From hove, from the N. Clownd, under short sail heading to the E. by the wind, at 7 P.M. we sighted whale to the beam, and soon the ship, for them soon to two dead whales, 8th P.M. had the two whales, along sides them dark, commence cutting, gave up poison and waited for day light at 12 A.M. dark light employed cutting the remainder of the day.

Sunday 2nd 1839

Blowing light gale employed cutting wind from the E. at 12 P.M. straight ahead, parted first half of our whale and a head of line, cleaning deck, Middle part moderate breeze, almost calm wind, baffling, going to all fall poured out, close mizen, latter part light kind, men employed bedding friends.

Monday 3rd

Light S. wind raining all day, employed bedding, middle part light breeze from the N. Clownd, close mizen and main, happens set at 12 P.M. strong wind from the W. Clownd, latter part light gale from the N. manner employed bedding.

Tuesday 4th

Strong wind west gale from the W. Clownd, Middling called part, light gale, going to employed bedding, hearing snow by all.

Lat. 58° 18' N
Long. 171° 31' W
Wednesday Oct 27 1834

Light gale long time aground finished sailing at 9 A.M. then steering 90° course running under bare poles, Middle part trimmed the same. Lutter & Grant steering with all, hands employed all hands steering the till, hands.

Thursday Oct 28

Light more in a cloudy weather. In the gale at 6 P.M. all sail set, finished steering out at 3 P.M. turned, Middle light wind north 12 P.M. then previous from 9 to 10 A.M. under double reefed fore sail light gale from an cloudy weather, Lutter & Grant quarter employed steering the till, hands.

Friday Oct 29

Light gale from 9 A.M. cloudy, under double reefed fore sail, heading 82°, 9 S. E. 1/2. B. hauled by the wind at 4 P.M. clewed and set fore and main. Furl'd Mizen topsail, Middle & Lutter hand. Three boat and bow whale at 9 A.M. hauled at the till, 3 more shifts heading to the till, hands.

Saturday Oct 30

Light gale from the S. had weather under short sail at 4 P.M. wind from the S. heading to the S.W. at 6 P.M. hauled all sail but Clear Mizen & Main. Furl'd fore stay sail, Middle sail moderate at 6 P.M. hauled from 90°, fore, all, heading 55°. Cleared fore topmast, Lutter quarter hauled on the till, by 9 A.M. Light gale hauled the till, till again, Oct 31st 3 P.M. by 4 P.M.
Sunday Oct 7th 1857
Strong gale from the E.S. heading N. all day
Road in with lower storm clouds
Clear weather and main course for
Horsat, clear weather, middle gale
South light gale by upwards heading to
Few hall squalls, otherwise clear.
Latitude 33° 40' N
Longitude 103° 36' W

Monday 8th
Light gale from the E. generally
Lying too heading to the S. Middle
gale came at 7 P.M. went away
Before the wind steering 300 degrees
With double reefs Main sheet and fore
Sail found for Cambinek Passage
Through the fox islands at daylight
1 A.M. land in sight 20 miles distant being
About 580 being the second island from the
Passage, about 4 miles from the month of the
Passage, first reef sheet and top sail and top all about
At 12 m. few miles from the pass, handed
The top gallant sheet bearing a light gale and
Once square every few moments, handed
Course only about 3 miles and only a
Small portion of local weather for the
Stuttering which going about 10 knots, sound
Appearance of the land 40 miles from
Passage.
Under the appearance of the land 40 miles
to the N.W. from the month of the Cambinek
Passage 20 miles off shore.

58 South by the wind
Appearance of the island at the month
Of the Passage in the Pacific not having had
58W 20 miles distant.
October 17th 1819

Light gale from the SW about 50 deg. less 25, east of the gale, at 7 pm. Through the forenoon and clear of all the wind. During 88 by SW gale, sail hoisted. Strong breeze from the SW, middle part strong and Indien, clear at 9 am. Rounded sail

Wednesday 11th

Light gale equally with some rain, steering SSW course, under sail. Middle part strong and equal, from the NE at 2 Am, moderate breeze from NE, and Indien and hoisted sail steering ESE. Lotted fore all sail on the ship steering SSE course, at other fair, made.

Thursday 12th

Strong wind from the SSE, pleasant all sail set, steering SSW course, middle part steering SSE by fresh breeze, pleasant. Better fresh breeze steering SSE, pleasant. All hands employed repairing sail, and other work, made.

Latitude 45° 46' N. Longitude 74° 35' W.

Friday 13th

Fresh breeze, pleasant. Steering SSE, all sail set, finished the job. Middle part fresh breeze from the W. Steering SSE, all sail at 3 pm, went off. Better fresh breeze from the W. All hands employed all hands cleaning deck.
Saturday, October 13, 1837

Fresh breeze from N.N.E., brilliant
Feasting 08.00 am. Employed all hands
Washing ship, finished at 6 P.M. and
from 8 to 11 A.M. toward E.

Middle part, breeze by 2 A.M.
Ship under double reefed top-gallant
Masts heading 88°. Latter part bearing
a gale by 12 P.M. down to close reefed main
rigging and lower sail 3 fore & main staysails
heading 36 rod with sea birth again.

To-day 14th

Strong gale from the E.S.E., heading 87°
Lying to, close reefed main, the air very
unfavorable weather. Middle part
moderating about at 12 P.M. light wind from
the S.E. with heavy sea. Lowered main
rigging and from 1 to 4 P.M. whole main
topgallow reefed, steering 8 E. course,
another gale.

Monday, 15th

Fresh breeze from the W.S.W. gale
lay said steering 8 S.E. course.

Middle part fresh breeze from the W.S.
and 7 A.M. and it got a gale.

Forty first light
breeze from the SW. hailing to the E.

Drizzling rain. Employed breaking out
provisions at 12 A.M. and from the 81
heading 11° S. full and by the wind.
Tuesday 18th / 1839
Light breeze from the E.until 4 30 a.m then 2nd gale
from SW. Having a 350 course, sailed out the N E. of the Polar Bear and
4 30 A.M. calm. Middle part pleasant. Latter part light
breeze from the W. Cloudy steering
a 456 course.

Wednesday 19th
Strong part light breeze from the
Chaining to the W by N. Strong
breeze from the NW. Steering a 656
course, all sail set. Middle part strong
and equally handed. Light rain at 10 a.m
and from the N. Lighter part
fresh breeze from the N all sail set
steering an 8 12 course at the same.

Thursday 20th
Fresh breeze from W8 N. Light rain
equally all sail set. Stearing 856 course.
Middle part light hazy wind
and Calm. Clear sky weather.
Lighter part at 10 a.m. light breeze from
the N. Cloudy steering 566 course. All sail
made.

Friday 21st
Fresh land from the N. Breezing
all sail set until 4 30 then strong
Gale and equally handed. Light rain
At 7 30. A.M. light gale down sail to
shoulde
Middle part the W. Latter much the same.
At 7 30 A.M. the ship received by tars the
same.
Saturday Oct 28th 1839

Indulgent gale from the N.W. Cloudy
A single reef set. N.W. wind at 4 p.m. the wind increasing with a heavy swell but ship in the double reef steaming S.W. Course. Middle part gale east by north. Light gale from S.E. Latter part fine and set single reef steering S.E. by S. Cloudy


Sunday Oct 29th

Begins with strong N.W. and cloudy
All Main course, steering S.
Middle part fresh breeze broken clouds
Fresh all together, N. by N. main top
gallant sail, steering an S.W. course.
Latter part fine pleasant weather
Fresh breeze from the W. steering S. Course.
All sail set.


Longitude 137° 19' W.


Monday Oct 30th

Fresh constant, breeze clear and
Said course, steering S. Course.
Middle part light S. breeze steering S.
Cloudy. Latter part light breezy pleasant
Steering & with employed reefing jib.


Longitude 138° 00' W.


Tuesday Oct 31st

Light S.W. breeze pleasant, finished
and set the jib at 4 P.M. Middle.
Latter part light air from the S. steering
W.S. All sail set. Weather pleasant,
 cannon watch employed reefing jib.
Main Top.


Longitude 134° 27' W.
Wednesday 2 Oct 26th 1835

The day light air from the S. Pleasant
Steering 34° 1/2 at 4 P.M. went from strong
Middle light breeze from the S. Cloudy
Steering 34° 1/2. Cotton part light wind from
N.E. Cloudy steering because all sail set
Employed cleaning topsails. About
N.W. to E.

Thursday 3 Oct

Light wind from N. S. Clear, steering
became, Middle clear and pleasant, all sail set, steering E.
When light breeze from the W. cloudy
Steering E. Employed cleaning ship's times.

N.W.

Friday 4 Oct

Light air from the W. until 2 P.M.
Then breeze from the N. S. Cloudy 1/2 at
1 P.M. Strong breeze, steering 8
Middle part strong breeze pleasant
Steering 8. Latter part strong wind
Pleasant with clear sky in all directions
Steering an 82° course.

2 P.M. 32° 37' 35"

London 4 P.M.

Saturday 5 Oct

Strong wind from the N.W. pleasant
handed the light railed steering on the 8
course per Black Jack. Middle part
Fresh breeze clearly, Latter part light
wind from the N. Happy steering 82°
course.

N.W. to E.

Sunday 6 Oct

Begins light wind from N. N. W.
set Light Jib and Main steering 82° S. course
Middle and Cotton part light taffy
wind heading 88° meet the wind clearly
all sail set, peace.

N.W. to E.
Monday October 31, 1845

This day begins with a light westerly wind and cloudy weather. The sky is very cloudy. Middle part light breeze from the W. cloudy, heading 370°. Tobacco, grape, light breeze from the W, cloudy, heading 290°. Making Sunday, 29th October, 1845.

Tuesday, Nov 1st, 1845

Light breeze from the W, with cloudy weather heading 370°. Middle and latter part light airs pleasant. Weather 39°. Overcast. All well on board. boys employed making spun yarm, repairing the rigging.

Wednesday, 2nd

Light breeze from the N, pleasant. All well on board. Heading 360°. Overcast. Middle and latter part light airs pleasant. diabetic. Weather, 29°, 68°.

Thursday, 3rd

Light breeze from the ENE, pleasant. Heading 320°. All well on board. Middle and latter part light breeze from the NNE. Latter part light breeze good, ships island in sight, leaving 658 feet on the south. At 200 miles distance is 50° to wind. Coastal light is distant 320°.

The island was a barren, rock, and declivity, looking like a desert, but could be imagined to be a garden, the plants found there. It is a wonder how they find food enough to keep themselves alive.
Friday, November 15, 1850

Light breeze from the north pleasant. Steered for the land all day at 6.30. At 4.30 a.m. land 5 miles distant ran along the land about 54°N. for 4 miles then headed to the land shortened sail for the right heading about 5°. Middle part lying close, 1. 5.8 a.m. running in for the land. 5.8 a.m. within 10 miles of the land left anchor with the north and anchor remainder of the day ship lying off and on two sheets anchor after 7 or 8. in chart.

Saturday, 16th

Ship lying off and on north in strong wind from the WNW at 4.30 a.m. land returned with one boat.

Sunday, 17th

Today begins with the north channel from the NE. Cloudy. Steered course at 10.50 a.m. the land (Cerro Island) bearing about 76° a light north west wind at 5.50 p.m. west wind fresh. Headed closer to the land at 11 p.m. direction 76°. Steered course and made good headway. Passed Indian Island about 6 25 miles.

Cerro Island bearing 74° 26 miles.
Monday, November 7th, 1839

Said Regard north with strong wind from the west. Pleasant, under full sail and

Course 30 Toms in the Western tack

and part the tacker. At 4 P.M. handed the main

Middle part strong and cloudy. On effect

Flock every 2 hrs Handing off and entering


Leads part strong and pleasant. Run off

56 miles then tacked in the wind. The island

Last morning about 8 hr 40 minutes.

Corncob Island. Landing 8 hr 30 minutes.

Tuesday 8th

Said Taylors Strong wind from west. Reeled

coursed Cruising for scene & help &/dell

about cleaning whole time. Middle part

Strong and pleasant wind no sail.

Mopped decks during the night.

Then part Strong and cloudy. Filled all

and courses set cruising heading to the

West bound.

Wednesday 9th.

Said Tayo 10th and cloudy & tending.

The 12th handled the anchor. Set fire.

From ships one learned the Panama theory

8th. The 10th to San Francisco-City.

10th. Middle part strong & cloudy.

Distance run to day 10. Filled all &

Cruising. Helping the island on right. The current

being most time 8-9.5
Thursday November 9th 1837
During the twenty-four hour ending 9 P.M. Rain and
Snow during the day wind N. N. W. and
Came out at night about 10 P.M. standing to the 8th Point Toward and part to the
W. Coursing.

Friday 10th
All day strong W wind cloudy, the rain at
10 a.m. and part to the 8th Middle part under many
Sail, the other part running off on course clear
the land 10 a.m.

Saturday 11th
Hazy W. W. wind long day, the rain at
10 a.m. under many sail, and part to the 8th Middle part under many sail
heading off the wind S. W. 
Latter part strong wind and aggy, to rain, Panning & land in light at 7 a.m. long the 20th point and
running 8 a.m. at

Sunday 12th
All day strong W wind running off on
30 a.m. under many sail.
Middle part under short hall heading in
the wind, part to the 8th.
Latter part fresh breeze clear & pleasant
Came out the coast running on point
Arrived 10 a.m 6 a.m. all necessary 10 a.m.

Sign.

C. R. Wilson
Monday, November 4th

Today, first part fresh breezy, pleasant, steering 83. Middle part light breeze, pleasant, heading in the wind, steering 330. Latter part light breeze, go before all sail set, steering NE. The wind, fresh for Black Fish, came in about 10 AM.

Tuesday, 5th

Light airs, breezy, steering Black Fish, heading East. Set two middle part light breeze from N. Cling ahead, cutting the wind. Finished at 7 P.M. Latter part all sail set, steering to the SEward, pleasant.

Wednesday, 6th

Light breeze, 30W, pleasant, all sail set, steering 83. Middle part under running sail, steering SSW, and by 9 A.M. Set all main topsails, all sail set steering E, pleasant.

Thursday, 7th

Said of gentle breeze from N.NW. pleasant, all sail set running. A slight steering to the S, at night blew, paid standing to the westward and on the hand, employed riding Black Fish.

Friday, 8th

Today, first part fresh breeze, pleasant, good weather, steering SW, and by all sail steering toward the wind. It might blow, paid, standing to the SW, the wind, Latter part the same.

[Page numbers and other notes are not visible.]
Saturday, Dec. 17th, 1833

These twenty four hours gentlemanly.

Southwest breeze from 5-4, pleasant.

Sailed 9.45 am.

General breeze SSE.

To get in sight, the phantom of the land, and sea.

Sunday, Dec. 18th

Southwest breeze from 5-4, pleasant.

Sailed 8 am.

In sight, the land of land, and sea.

Monday, Dec. 19th

Southwest breeze, pleasant.

Crossing over the land, the lighthouse, and sea.

Land in sight, the lighthouse, and sea.

Tuesday, Dec. 20th

Southwest breeze, pleasant.

Land in sight, the lighthouse, and sea.

Land in sight, the lighthouse, and sea.

Land in sight, the lighthouse, and sea.

Land in sight, the lighthouse, and sea.
Wednesday November 33rd. All three twenty-four hours. Light baffling air and calm sea. Wind in sight. When we got well out to sea, we had a good deal of apparatus to do. Little rain. Back on sight, which employed making supply pumps. We weathered...

Thursday 24th.
First tense hours light baffling air pleasant weather. Cloudy twelve o'clock. Wind from the south. Little rain. Steering in sight at 8 a.m. 12 miles. Nova 12 miles to the north. Mr. Whaling in command.

Friday 23rd.
Begins with Strong wind from the east. Cloudy. Little rain. Middle of the day part fresh and from the north. Cloudy. Canal 22 miles distant. 8 a.m. from Virginia. Stealing 8 mph. Speed round to Panama.

Saturday 20th.
Fresh breeze from the north. Pleasant course in sight. Middle of the day, under a light wind. During the night, Cloudy. Part steering for the land. At 12 a.m. there 6 miles distant. Steering along where of Maria Island.

Sunday 19th.
Fresh breeze, steering for the passage. At 8 a.m. anchored. Fresh in sight, thick sea, nearest to Maria Island 14 miles of the passage. Remain the day lying at anchor.

Monday 18th.
Lying at anchor all day. Sails off. Towed up to 12 feet from ship's bow. 12 a.m. Steered north. 24th day of January.
Tuesday, November 1871.

A light breeze from the NW all day. Sold off after dark.

Wednesday, 23rd.

At another until 6 AM. Then got under way with a fresh breeze from NW. Cloudy, little rain. All sail set, heading to the SW by W. Am not close to the heads.

Thursday, December 17, 1873.

Began with fresh breeze from the SW all day, heading to the W. During the night moderate to fresh, 20 miles.

Friday, 20th.

Said strong wind from the SW. Cloudy. Cruising under topsails and courses.

Saturday, 21st.

Strong NE wind, cloudy, very cool on this coast for the latitude. By noon under topsails.

Sunday, 22nd.

Fresh breeze from NNW. Pleasant all day.

I remembered the boat's name, "Fireship."
Monday, December 5th 1841.

Washed away from the N. E. by the N. W.,
Washington of the ship, G. C. Stevens on board.

Middle light breezy from the N. Letter first light
breezy. Letter first from the N. Cloudy.

Wednesday 6th

Cloudy wind from the S. Clouds clearing
looking up the coast during the day.

Middle light breezy, from the W. Letter first
great breeze pleasant. Letter from the W.

Thursday 7th

Light airs and calms pleasant. Middle
light breezy from the N. Letter first great
to break pleasant. Letter from the N.

Friday 8th

Commenced with light airs and calms pleasant.
Middle fast light airs breezy. Letter first light

Saturday 9th

Began calm, learned the boats for Black Rock.
Did not see land. Middle great light blow
from the N. Letter first calm. Letter first.

Abstract 26th 30 50°
Tuesday December 11th 1839

To day began calm but a light breeze to the west. 2 ships 200 tons each. Tho.&. Stirling about 3. Middles and Letter forts clear for a little. Floored 3.

Monday 12th.

Begun with light breeze from the W. S. Breezy all the exam. 100 in length. 12.7 miles distant. Middle part long back. Letter part long back. Letter part long back from the N. Pleasant about 12 miles of the land. Breezy long shore 2. Tho.& Stirling about 3. 9th 36° 40′ N.

Saturday 15th.

To day light breeze from the N. Pleasant Steered 8. Long shore, all sails set during the day. Middle part long back, good wind fresh breeze and long back from the N. heading to the W.

Letter part all sail set steering E. Long shore until the Bank Ocean Bird of San Francisco Capt. went in land 100 levereas as tender to the Oars and another Bank in company with her. In sight all bound unto the Bay. A fair wind till 6.

Wednesday 14th.

Commenced with light breeze from the W. Calm under full sail steering along shore to the S. W. in company with the Ocean Bird and her tender. Capt. came on board at 4.50. The wind in the wind. Heading to the W. Steer as close as the bow and bent Cable. Middle part long back. Heading to the W. under close sail.

Attained papers from her. Told San Francisco forолод. Capt. British & Middie. Wind still light breeze pleasant under full sail running able with a fair wind till 2½. 3° 30′ C. 5° 30′ E.
Thursday, December 16th, 1856.

On the 12th Light breeze from the W. N. W. from the 8th, the R. D. B. B. at 7 a.m. anchored off the Head about 11 miles from the land, and we anchored the same time. Middle Point breezed from the S.W. during the night and also from the E. S. E. around 6 p.m., freshened, at 10 a.m. cleared for Scoundrel's Beak, whole 21 and after West Point, found, after running some time killed one of the men, then got the ship under way and went to him by 1 p.m. where along side, the ship at 2 p.m. finished cutting at 5 p.m. finished. 28 men, 526 feet long 99 feet wide. The harbor land being 2 miles.

Friday, 17th.

About one hundred Frenchmen landed in Balboa Bay in company with two other vessels from Cana, two men landed from the Windy breeze fresh and light at northwest, all day employed cutting lumber, and getting ready for building. Friendly.

Saturday, 18th.

All this day at another employed building. First part day kind of hazy off shore from the 8th, latter part clear and there from the 18th. 2 bags of salt and torula caught and 64 fish finished building at 7 p.m.

Sunday, 18th.

About in the 8th and 9th coast and 22 leagues during the day. At about 1 a.m. land breezes commenced. Keeping until 4 a.m. thunder and lightening, cleared the ship and then visited the remainder of the day.
Monday, December 19, 1854

All this day being and from the 20th, from off above the other ships going into the Cañon of the northern part of the bay, engaged setting for Bay Whaling, Greatly excited, I sent the vessel to the western part of the bay, on the afternoon Cpt. & Mate went and promised the help and the Cañon whaling could carry over the bay and that Cpt. & Mate could return at 5 p.m. from the Cañon large and good to whale in.

Tuesday, 20th

Iod day being and from the 21st, pleasant, Cpt. and Mate going off on a week exploring the Cañon with a whale boat, the crew and hand employed getting ready. At the Cañon the oil, loaves, etc. returned at 5 p.m. from the Cañon large and good to whale in.

Wednesday, 21st

Iod day being and from the 22nd, until 2 p.m. pleasant. Cpt. and Mate employed getting oil, the oil, loaves, etc. returned at 5 p.m.

Thursday, 22nd

Iod day being and from 10 until 11 p.m. Very pleasant. Cpt. and Mate employed hunting oil, oil, after the hunting.

Friday, 23rd

Iod day being and from 10 until 2 p.m. Then 30 p.m. made a smoke from 30 p.m. until 4 p.m. The time being and from 30 p.m. until 4 p.m. pleasant.

Saturday, 24th

Iod day being and from 10 until 2 p.m. Then 30 p.m. being from 30 p.m. until 4 p.m. From the 25th, Cpt. and Mate returned the crew after the Cañon determined to leave. The Cañon and the 25th, 26th, 27th, 28th, 29th, the vessel going out of the Cañon.
Saturday December 24th 1839

We heard from land before 9 A.M. and in the light to 11 this ship sending out from 3000 share men in 21 feet, they anchored in 6 fathoms water and 1/2 of the water with the grounded in wind to catch whales. Having about 5000 yards of the long cable bended and also a hulk driven in double with a hulk anchored in it, to keep the ship from running about after her anchors, also send stand main and fore, main and foremasts upon wind with the fore sail, rear fore and main foot lying the season.

Sunday 25th

Today fresh land being 9 A.M., then 12 fresh pleasant at the land with the crew up in the cabin, returned at 12, P.M. 12, 15, 20 pleasant.

Monday 26th

This day light land became 10, P.M., then light, very pleasant at 1 P.M., very pleasant at 10, P.M., the ship's boat being ready and hoisted to the land. 14, 20.

Tuesday 27th

On this day light land being from 8 B.S. pleasant at 1 P.M., the ship's boat being ready, kept bent and going the ship's boat. 12, P.M. returned at 12, P.M. returned at 3 P.M., and then went into the bay.

Wednesday 28th

On this day land being from 8 B.S. pleasant at 1 P.M., the ship's boat being ready, kept bent and going the ship's boat. 12, P.M. returned at 12, P.M. and 3 P.M., and then went into the bay.

Baleen Plant Bay
Wednesday December 25th 1857
Said light and fresh breeze went off
about 8 a.m., about 3 p.m., then the breeze dying
from east, the two ships rounding out the passage
began to take the Henry Homelind through
the passage and the Peggy, both ships to
the west company.

Thursday 26th
Strong land breeze from the 8 all day,
all the boats and crews rounding out the passage
into the channel, afternoon light and
break the Henry Homelind, her boats also
rounding out the passage.

Friday 27th
Said land breeze from the 8 all day, pleasant
and light going up the channel. The two ships company
employed boarding the Homelind until past noon
about 2 p.m. The water and sent on board of us.
The company arrived on the Bay anchored anchor
at 4 p.m.

Saturday 28th
All day strong land breeze from the 8
pleasant employed coming out the passage
leading the Henry Homelind, took a note of water
in the bay greeners, 2 ships in the bay
visting ship "Myrtle" anchored in the Bay last
night.

Sunday January 1st 1858
Off the old grand round from off shore 8 a.m.
Pleasant all the 8 in the wind till 5 p.m.

Monday 2nd 1858
Strong fresh land breeze went off about 12 a.m., then Calvin
Bight at once 2 ships, employed looking out for
the passage, and placing down, landing east with boat
Tuesday, January 3rd 1860.

Cloudy with light wind from the N. no rain.

Wednesday –

And of fresh calms with cloudy west. Bark Majestic returned at 11 A.M. did not find any barrier to the ice legend. Later after fresh wind from the S. Comfort on the lettuce went back to the legend, and in the bay left one of the Barks in the legend come.

Thursday –

A day regular land wind and sea breeze. At 5 A.M. wind freshened up the legend and bar. A stranger's boat came in the legend and attacked the legend. A stranger's boat freshened up the legend.

Friday –

A day fresh. Wind and sea breeze after regular wind. The company sailed to the legend and through the passage as far as the last boat. Approached through the passage into the legend. The legend at night was sea breeze and the legend.

Saturday –

The legend was sea breeze and regular. The captain of the legend was fresh and through the passage as far as the last boat. Approached through the passage into the legend. Then the legend was sea breeze and regular. The legend was fresh and regular.
Saturday, January 17th, 1862

Fished and sea-burge pulled all hands on board the 1st land and sea at high water, 6 am got her off the bank, here the low first rate until 2 pm. and then took her in the bar again, where she stranded hard, making her last lady, about 8 am. took her head. At 10 am. high water again saved her off the bank with hail. Being unshipped, the paddle before could not steer her and again. The wind on the flat lay here changing the remainder of the day, head south.

Sunday 8th

Fished bürger from the land and sea regular at 7 am. got the 1/5 of the land and sea all hands on board and working at it and having got the bottom good water, all hands out and board, ship and hauled up, clothed in, for dressing and taking the ship and anchor in the river, on the afternoon all hands laid the ship's keepers went on board the ship, got her moved away, took her up, the course short distance and anchored her in the water.

Monday 9th

Fished bürger from the land and sea regular till the ships company working the 1/50th men and (3) boats and this ship, then for the land and back this ship's oar and face the ship.

Tide today 8th

Fished bürger from the 8th all day, bad fishing and this day not above any fixed. All the 1/2 were taken to the land, and here in the 1st land and the land hauling in the ship and the ship under both, both ship's heads from the side,
Thursday 12th to Sunday 23rd 1860

All the boats crew & the board the company ship accross, Newland. Give the ship's keepers a due to be bond the John Newland Cooper being headman, and the night of the 12th there (3) of our ship's keepers took a boat that was away and the starboard side for a shore boat and went off to taking nothing but some bread and water and money. They belong to the boats under, have not heard any thing from them supposed they since all have furnished as they were very ignorant men and in the night it blew a gale, have had only one good fishing day and those were obliged to send back to 
off of a fish which she was on to catch all day Saturday but did not get two off. That night she came off herself, and Sunday the two crew with the starboard boats crew towed her about 6 miles further up the Rappos, the remainder of our crew had boarded the J. B.

Remarked from Sunday Jan 8th to Sunday 19th 1860

Went on board all hands the 15th Sunday night-Monday all the boats started half past four of the company of the J. B. except d & Boat No. 1 boat got a whole spire, next day only four boats went west and one Starboard boat of the J. B. went & got another for which did not care for any, the remainder of the week went neither all the boats off, every day chasing did not get any. Starboard boat of the J. B. Fourth off did not get half to the end. The Nattie had brought one thing which kicked so that the men could not weigh part in the after part of the whole. The J. B. had Starboard got from bad and distant at last, have fished and placed down most of the fish taken. The J. B. played boat to un 3 miles the whole.
Remarks from Jan 22nd to March 1st.

From this first date to March all the crew but the ship's keepers boarded the company ship Yankee Noreland at anchor off the harbor. Taking no companion having taken since June 15th three (3) of them and the Jan 10th, 1966 the remainder, navigation motion while all together this season the 16th. 6 baby caught only 2 of then of the John Noreland the Harpoon Boat got 7, the harpoon boat got 1 3 the Bear boat 12 the whale boat and all together twenty seven hundred 8 twenty four 174 lbs giving each ship 337 a piece. Jan 23rd fought James Hall one of our crew 6ty eight year old was lost since Feb 11th take care and board the Yankee Noreland from this time to March 8th.

Mr. Portman also myself stepped on board the ship as ship's keeper alternately by the week. The fore ship before employed cleaning the iron work about the ship, and other odd jobs besides painting ship's carpentry. March 7th took the Yankee Noreland out of the harbor having before this taken our oil out of here and tried it on board reported March 8th found oil still cleared decks get very. This nearly done we and at 9 p.m. got ship under way.

The Time

Tuesday March 7th 1866

Middle fresh Eight Barrens from the NE. Low wind weather ship under way. Chasing out of Ballenaad East twenty 80m the 6th 168m we commenced all again paid in. 2.000 lbs. fore ship light goods clearing on, employed twenty anchors and fancy log and Megger to reclaim parallel.
Saturday, March 11th, 1860
This day fresh breeze from N.W. pleasant blowing 35. I walked to West in company with Sir Henry Pineland, hoping to agree to keep company with looking bad yesterday and to make him all sail east and main sail, the northern all sail employed getting hoist. Middle port fresh breezy pleasant. Latter port light breeze, steering 38° course.

Sundey 14th
This day wind with light breeze, pleasant, under east sail. A day furnished one of the most for nothing another some time since.
Middle and latter port all breeze from the S, steering SSW 38°. Went up the Merritt River.

Monday 15th
This day first port light breeze from the N. pleasant under all sail steering SSW 38° fished with the ship. Pineland, Middle and latter port fresh breezy from the N. pleasant under east sail steering SSW N.W. Water employed part getting up, rigging.

Latter port 18. CS. there well to the west under east sail in to keep company with water getting up, rigging, course same.

Sat 18th

—

Latter port fresh N.W. trade well to the west under east sail in to keep company with water getting up, rigging, course same.

Wednesday 15th March 1860
To-day fresh N.6. Trade and pleasant weather and calm to keep company with the Henry Howard.
Middle part fresh breeze all sail set steering N.6. 54. 43. Letter craft fresh breeze steering
Latitude 14. 46. 16
Longitude 126. 43. 03.

Thursday 16th
To-day N.8. Trade and pleasant weather.
Steering N.6. 5 Course all sail set at 12. 40. Letter craft fresh breeze steering N.6. 48. Letter
Part light Trade wind all sail set steering N.6. Course action employed at odd jobs about
deck.

Friday 17th
Light trade wind all sail set steering N.6. 3 Course weather fine team for company.
Middle part light breeze and Peggy all sail set steering N.6. Letter part light Trade wind
from weather steering N.6. 3 Course, setting off
Hides from wheel cargo.

Saturday 18th
Fresh trade wind gale weather all sail set steering N.6. 3 Course at 6. P.M. shortened
sail for the ship N. Company. Middle part heavily light wind. Letter part fresh Trade wind
all sail set steering N.6. 45 at day. Lat 24° 48' 23.

Sunday 19th
Fresh trades cloudy and rough swell, steer
N.6 5 course. Middle part light Trade cloudy.
Letter part fresh and pleasant steering N.6. All day. Letter wind on board the Henry
Latitude 26° 03' 20' Longtude 125° 47' 03.
Monday, March 17th, 1860

The day begins with fresh trade wind from the north all day. At 6 a.m. Middle and Latter part light breez from the west, overcast, cloudy, course 340°. Watch employed repairing sail.

Tuesday, 18th

Fresh Trade wind and really all but clear. By 10 a.m., the forecast repairing at 8 a.m. and 1 a.m. Middle part light wind and cloudy. Latter part light breeze fine weather all hands employed. Steering all to windward. Dished all on deck into the hands held. Course 340°.

Wednesday, 19th

Light NE trade wind fine weather all day. The weather fine, somewhat in advance. Steering 340°. Middle part fresh trade wind and cloudy all sail set. Latter part fresh and pleasant. Steering 340°.

Thursday, 20th

Fresh trade wind almost all day. At 6 p.m. steering NE of the course. Employed clearing deck. Middle part fresh and cloudy, latter part fresh trade and pleasant steering NE 340° course, employed sanding line.

Friday, 21st

Fresh Trade wind and pleasant. Steering NE 340° course all day. At 6 p.m. steering NE of the course, all sail set. Fresh breeze and fine weather. All sail set till about 5 p.m. When the weather in company, watch employed washing down.

Long by Chron. 41° 10' 8.8.
Saturday (March 21) 1864

Begun with fresh NE trade winds fine weather all day and steering NE, employed raising corn and making cable mesh of rope haws.

Middleport Light House.

Latter part fresh and fine weather. Wind due SE all day.

The Henry Downland T. came up and after being 16 miles at turn laying her.  19° 17’ 10” 18° 10’

Sunday 22

Fresh NE trade winds fine weather under easy sail employed running line.

Middleport Light House.

Latter part fresh and fine weather. Steer NE.

2 1/2 course, all sail set. No company.

THE Henry Downland sailing.

Day 20

Monday 23

Fresh NE trade winds almost all sail set.

Steering NW N. Middleport Light House. Wind easy.

Latter part at 3 P.M. Oyster or Calybee Island bearing N.W. Changed course to W. running along.

The Henry Downland set sail all sail. 7 1/2 m. Hilo Turn hander Light sail.

Tuesday 24

Fresh trade and small Sirneter casd sail.

At 8 P.M. steering NW W. having wind.

Schoon in the morning, The Henry Downland in sight steering for Oak, Middleport Light House.

Trade wind prevented from getting to windward under full sail.

At 4 A.M. 20 T. 1/2 Hilo Light sh. strong wind.

Wednesday 25

Schoon trade and small Sirneter casd sail.

At 8 P.M. steering NW W. having wind.

Schoon in the morning, The Henry Downland in sight steering for Oak, Middleport Light House.

Trade wind prevented from getting to windward under full sail.

At 4 A.M. 20 T. 1/2 Hilo Light sh. strong wind.
Wednesday 27th March 1860

At 9 A.M. anchored the Western point of Owyhee Island for the Anchorage at Tuley, 90 miles distant. Bottom hard, strong south wind from the Capes, boshing, or at intervals. Calm. At 10 A.M. first came on board, by that time 20 abreast from 2 A.M. At 12, no sign; another from 7. Catched the wind and went on a front of the North shore of Owyhee, the north of Tuley.
Thursday, 17th March 27th 1760

West point 05 200. Time light, 200. breeze heading to the S. along the W. shore of Otago Sound to Karakahake Bay. At 5 PM, landed some in the boat. At 5 PM, anchored in the Bay 1/4 mile from the shore under a high bluff, the place is noted for being the scene of Cape Ender, the English Navigator.

Friday. 5 th. & 6th. 1760

Good weather. Crew in liberty, wind light from S. & E. Land breeze all night until 12. Noon. Then fresh from S. S. until 6 PM.

Saturday, 7th. I went in liberty to look over the island and to the scene of the murder of Capt. Cook, our first country, and find the vegetation all gone over with till little cultivation, except on board ship, from the rigging and other jobs better done in port.

Sunday, April 1st. 1760

Sailing at anchor in Karakahake Bay. Met the time, fine weather, wind light, some rain last in the night or just before dawn, wind blowing regular from the land past the Time and from the sea port, land breeze generally all night, and the sea breeze most of the day. Ducks on liberty alternately except on the 27th on liberty. Second officer gave several presents to the men. Three went back at the small town to the west of the Bay, returned at night with about 300 marmots some Parrots, Hens, Geese, and many other birds of the trade, on board the ship employed. Recruiting ship with wind and tide in the W. one man, and two.captains ate, the last deserted.
Remarks on Tarahakia. Bag. N. Z.
This is a pleasant place for residence, ships
under shelter can be obtained here at the price of
12/- per barrel, and 12/- per cord, other
necessities, rice, vegetables, onions, potatoes,
melons, cocoa-nuts, oranges, lemons, peaches
and figs can be obtained at a reasonable price
in some of the houses. A good place to be anchored
and lighted at. The time, a ship anchored under
a high, bluff, mountain, between the place known
as Cape Breton Point, and the town, added the
name to the Bay about a quarter of a mile from
the beach, the last boats here is 12th and 13th,
the principal business man here is Ed. Gunnings
an American, the Church and School House are
all one building, teacher and minister are natives
of the island. The notice that need not wait
their longer, the Bay is noted for being the scene
of the Murder of Ed. Gunnings, the discoverer of the
Sandspit Islands, the spot where he fell from
a small point of land, close to the action
on a flat rock, just as he was returning to the boat
The directive point cut the spot to foreigners, and
all visitors take spices of the rich away, and then
the edges of the rock are all rugged where it has
been broken. The shore of the island are two
rock, which is broken down from the second
volcanic which have been on the land, the last
one ceased burning in 1874, that is
remarkable about it is that it burned twice in
the same day, it burst out Jan. 29th, and
it also went from 16 miles into the sea,
On the 19th April got under way with a light
vessel from 80 off, useless sailing along, then
sailing close into the land to get away. Rogues off
shore in light airs was calm, to sail along
...
Monday 3d July 1810

At 2 am we took our anchor with a light land breez from thence being put off shore three or four miles and carried to the N East heading along the shore came to anchor at noon, light wind and light air, at 3 am 20 miles from the Rock and 5 miles from the Bank 12, the wind was N East, the weather from the Bank 10 was flying to the Endeavour.

Tuesday Mr

Light breeze from S S W
call sail at 6, steering along the shore to
Fonk. Middle point Light Baffling air
until 8 am then took the NE trade and
steered then about W S W to the N point of
One Tree Corner 8h 25m. Plasser point 25m
and fine weather got all sail running W S W for
Fonk at 12 after the island Rapa laying about 10 the N point of the four islands in sight.

Wednesday 4th

Strong trade wind at 3 pm then light breeze
at 6 pm trade wind again steering 000° 50m
for Hendea, handed light sails and main 2nd
sail perfect after this third sail for the night mind
not to bring the Bank in the Morning. Middle head
under easy sail at 72.5 m 8h 30m 45min 22.5m
do Light 2nd at 64.5m more down to the barrier
sufficient to, can't anchor under the profession

[Map drawings and notes]
Thursday April 19th 1766
This day began with strong breeze. This day ended fine weather, a slight gale off, and a strong wind. Dr. Coft set off, and in the course of the afternoon, the ships going off, and the ship, which had been going off and on bell to the 2d ship of presence,

Saturday April 24th 1766
Slight wind and pleasant weather. Ship's going off last night. The weather was pleasant. Set off to the 6, the wind being moderate. Coft on shore. Middle. Set off from here 21st. 6th, another from the fore, and Calm, having for

Friday 13th
Commenced with variable wind, some time strong and then again light, a light breeze. Belaying gant off and on Coft. Water in shore. Middle about. They aimed about. Ship's casting off to the 6 of the anchor until 8 of the anchor until 6. Then made sail and turned about the port and 60 h'd. return'd 11 A.m. to the 6 then sailed off. The next morning, the ship cleared the coast, today.
Sunday, April 13th/16
Sighted a very small vessel at 9 P.M. from between the islands from Demond Island to about 3 leagues from shore. Came off with the wind ahead, shipped the Middle part of the crew, put off there about Cap. 18th of longitude. Followed the wind and got a weather at 11 P.M., struck a fresh breeze and shipped all sail about the harbor.

Monday, 14th
Begun a fresh breeze and fine weather. Left off and cast the harbor at Honolulu. Came on shore at 3 P.M. Came off anchoring the wind ahead and set sail in Belmas Bay, Coal California. The vessel was picked up about on for the beat by another ship and brought on the L 또한. (Added) Soon after the Captain came on board and all sail. Setting S.S. to the Middle part of the vessel and closely fore of wing. Tackled the vessel, setting steering all sail. To the signal. The vessel and fore part of about 12 P.M. on the 21st of the island, steering to the windward. Strong breeze ahead.

Tuesday, 15th
Today first part. Strong breeze ahead. Bended all sail and steering to the 30th. Passed the island of Canoe, and another island ahead to the west. Passed down strong breeze and closely and swiftly and under charters steering course, steering 500 yards. Sailed from the windward. Strong breeze ahead.
Wednesday 9 April 1810
Commenced with strong S.E. Trade wind, closely squally weather, all sail set. Waste to NE by N. Middle part squally. East front fine weather. Began employed repairing Main Sail, Course N 38 E. 
Latitude 45° 8 22 49 N Long 10° 37 W.

Thursday 10
Moderate Trade wind from the 8th fine weather, finished Main sail and bent it. Middle part squally. East front fine weather. Began employing the mates repairing the masts. All day under all sail but three remaining and steering a W 8 Course. 
Latitude 45° 8 23 31 N Long 10° 37 W.

Friday 11
Began with fresh Trade wind from the 8th fine weather. Steering 87° 8. Finished repairing the First Sail and bent, all sail set. Middle part fresh Trade wind, fine weather, all sail set. Steering Course 87°. After part fresh breeze from the 8th fine weather. 
Latitude 45° 8 28 12 94 N Long 10° 37 W.

Saturday 12
Commenced with fresh Breeze from the 8th fine weather. Steering Course all sail set. Employing repairing Stay poles. Middle part fresh Trade wind. Steering Pole set. East front light breeze, fine another. Steering Course. 
Latitude 45° 8 28 30 20 N. Long 10° 37 W.

Sunday 13
Fine weather, light wind. Steaming Course all sail set. Middle 10. East front light Trade wind, handled with 87° 8, good weather. Steering Course. 
Latitude 45° 8 29 52 N. Long 10° 37 W.
Monday April 23rd 1866
This day began with fine weather and Calm trade wind about 31/2 sea, all sail set steering course.
Middle part came until 4 A.M. then steady trade winds prevailing until 6 A.M. after which time fresh trade
breeze excepting a squall one and then
same again, all sail set steering a course all day employed at various jobs about
deck. Down off duty that night leaving
Ochen 12.

Tuesday 24th
Fresh wind from 8 3/8. Cloudy weather
Course all sail set. At 4 P.M. one 20' in
right. Middle part sky was equally
calm with rain handed little. No steaming
Middle part Storm wind lighter
Cloudy some rain, all sail set steering 8/8
water employed filling Mizzen course.

Wednesay 25th
Sunny and 80. Cloudy wind some rain
all sail set steering 7/5 course at 6 P.M.
gently handed light winds, Middle
part fresh breeze from the S. Steaming 8/5
some time equally and rainy and
deflying rain. Middle part Light wind
placket, below filling Mizzen course.

Thursday 26th
Sunny and Light deflying was attempted
cedar and then again squall. Middle part
light air from the S. course 11/5.

Water, .Light wind and Cedar
employed. Dunn on the deck set.
Friday April 27th 1809

Bighorn Calm, no good winds to fish for them, but without success.
Middle part Clear, Dead from the SW pleasant sea from the wind. 4 P.M.

Ran north Calm until 10 A.M. then light air from the S. Steer for course all sail set. Watch employed sitting boats, y 8 o'clock.

Saturday 28th

At 1 o'clock first part light air found at pleasant all sail set. Steer for course employed from the boat. Middle part light breeze from the S. Clear, all sail set steering W 3/4 N. Watch from equal depth halfing under till 11 A.M. then breeze from the E. Steer for course

Committed with fresh steady breeze from the S. Fine weather steering W by N 3/4 W.

Middle part fresh breeze from quite and steady breeze with rain equally, and back in sight steering about the same. Watch food

Strong Breezy Hazy Weather Course same. Lat 34°

Monday 29th

First part strong wind from the W. Hazy weather all sail set steering a W by N 3/4 N course. Middle part light breeze, clear sky steering same. Watch food clear.

Strong Breeze from S. Course same.
Tuesday 2d May 1826

Commences light wind, hazy.

At 2 P.M. wind came onsetting from NE in a squall, soon after it steadied on N. hand off all sail and doubled reefed main topsail, jury main, and fore topmast stayingail. Blowing light gale, at 4 P.M. wind reeled to the SW and ship heading NNW on bastard deck, weather clear. Middle part of letter foot light gale another thirty, by the main topsail close reefed.

No entry for to-day.

Wednesday 3d

Began with a gale from the N W ging and heading NNW, weather equally good, Middle part cloudy and clear, letter foot moderate gale weather, flat close reefed jury deck, and they 2d a gale blowing very fresh. 10th at W N W 347 310

Laid 11th at 14 0 18

Thursday 4th

Today began with strong wind NW, steering NNW, main and double reef topsail and course. SS Middle wind fresh and pleasant, set all sail steering NW by course. Letter foot gale from the S W cloudy, emplaced at a time of joke about deck.

Friday 5th

Fine weather light breeze from the S E at 7 A M. steering WSW, main course. Two days at 7 P M. had been 34 0 18

Letter foot clearing S W and pleasant. Set new main topmast and main topsail. 
Saturday, May 30th 1866

Being at the Strept Wind from 8o. pleasant, Steerin 20. Nw. Course. Light at 4.
JSnked. Middle part same wind hazy weather 10. a.m. then the Wind came
out from the N. light and sudden, weather rainy, butted part variable winds rain.

No Observations.

Sunday 6th

Commences Light & Breezy, 8.30 p.m.
Light steady breeze from 8. steerin 20. Nw. all till 8. 30. Middle entire
breezy from 8. all till 20. 12.6 A.M. wind banded
from then N. sudden blowing fresh, clear weather before this rainin the Sb. of the
Whaled

No Observations

Monday May 7th

First part strong breeze from N. 10.50
steerin 140. light did all handle, the plant
satisfied whaled. 3% meat been off forty
from 6. A.M. about 11.30. middle fast light
wind from the N. close handled in the wind
steerin 140. at 2. 30. M. wind from the E. fresh
weather cloudy, steerin 140.

3 A.M. First part strong & wind rising & heavy all tall set. Steerin 270. Course, trying
cold light sea far back Whaled. No Obs.
Tuesday May 28th 1860

Begun with shoemainen from 36, and increasing handheld light sails, by 4 P.M. under Drewes's feet fowls and curved with the very heavy and cold, at 6 P.M. part ship wind close reached Main Topmast and Turner Huy sails closing light gale ship hoisting her top and Middle part moderate hand and handling to the S. by W. P.M. set sail on the ship, wind fresh from the S. cold and hazy.

After part fresh 3 wind strong weather repellant 305.2. Set steering No. Obs.

Wednesday 29th

Commences with fresh wind strong rain and weather steering N.W. by N.W. and fell into Middle part 0 and set sail 19.00 from wind from the S.W. strong by 2.00 a.m. closing gale ship hoisted under close reached Main Topmast N.W. 0 and Spinnaker heading N.W.

Taking in the fine Topmast gaffed all the pieces. 4 and other part fresh gale from the wind pleasant lying to wind field, thermometer at 34° above.

Thursday 30th 16th

Commenced with moderate gale from N.W. very weather at 4 P.M. very strong wind set topsails, fore sail and Middle reached topsail hoisting N.W. in extreme Middle part equals the same. To the fore and after set while topsails and compass lie 116° 38'.

Geese 43° 35' and 161° 38'.
Friday May 11th 1810

This day I arrive with fresh and from N. by W. light, at 11 A.M., under close canvas. Middle part cloudy, weather and breeze from the W. Letter from Mr. C., Attorney for Drury. The rest of the day.

Saturday 12th

First part fresh and from the Shantling to the E. by S. By 6 P.M. wind and weather shifting about 30° a B.C. Course. Middle part fresh, bright and sunny. Under •[unreadable] Double reef set, altering course by light wind from S. Letter from light B. and sunny, altering course. No-011 this day.

Sunday May 13th

This day begins with light and from E., sunny, Under reef set. East B. 60° Bering Island and for distance. Middle part light up to 11 A.M. Then light is West. Cloundly by 12 P.M. Strong slide, shortened to 60° by 13 P.M. Gay under slide from the N. First light and Upper slide, under fresh gale, one ship, headering to the W. Under main, G. and Main. The rest of the day.

Monday May 14th

A fresh gale from the N. By gale from N. to Bering Island. Under reef set. Middle Strong slide set. East B. 60° Bering Island, Headed north, under main, G. and Main. The rest of the day.
Tuesday May 13th 1866
Commences with strong wind from the NW. Windy with very good sea. Sailed close to the wind. Middle part fine weather. Fine course 5° N E. Set sail at 2 p.m. 6° 20' N. Wind NE N sea.

Wednesday 14th
This day first part strong wind fine weather though cloudy. Sailed N E 5° 30' N. Middle part fine weather. Off N E wind to the SW. Fine weather

Thursday 15th
This weather all sail set. Sailed NE E. Middle part light wind. Fine course all sail set at 5 A.M. Calm. Set sail. Sailed all S S wind. No wind.

Friday 16th
Saturday, May 17th 1860
At noon with light wind from east. Slight
feather all sail and steering 8° 12′ South.
Middle part good breeze, steering all sail
and steering 8° 12′ wind from the south
at 3 A.M. then 8°, heading by the wind 8° 12′
at 4 A.M. due in right to the NE.
Gotten port light to the lee, went into it
short distance, proceeded to six ships
and Banks of right crossing about choice.
No chart today.

Sunday, 18th
This day commenced with good breeze
from the E. gained weather crossing at the
lee, heading, 12° 12′ and Hartened West and E.
and E. in landard, landard right over the East
ice, had the Coast just to the S. of
the 3d peak.
Finished three several Am. Bank Whales,
Middle part light wind, hazy, southerly
and tail, kept at watch the Eliza Colonie
emergency, got in port, crossed from the
thick ice, crossed time crossing along the ice
and land, easy sail, several ships in sight
and the Arlan of Bedford. No chart.

Monday, 19th
Commenced with fresh breeze from
the N. got my chart book and the first
along 21° 12′ the ice, saw the Mendon of 193
in the Rebecca Lane, easy going, with the
W. at 11 A.M. came on board. Middle
part good weather, wind S. by E. and
by the ice, gotten port, hazy, going also
and getting into the Dark Matter.
No chart today.

About 12. Voted, signed.
Mr. W. Smith.
Tuesday, May 22, 1866

Began with gales, weather fresh and rising from the S. Easing along the ice at 6 a.m. from the 6th port to the 26th port at the 16th middle part. Running wind, and increasing and breaking up. At 8 a.m. clearing light gale from the 26th port. Turning, saw small islands and double ice excellent to 26th. Standing to the 6th.

At 2 p.m. light gale. Turning under short sail standing to the 6th. Nothing.

Wednesday, May 23

Strong north and stormy, short sail and standing to the 6th port. Tense and part to N. Short sail, see few ships. Middle part moderate gale. Stormy, heading N. At 5 a.m. light wind, calm pleasant, set all sail, heading N. Came to the 6th several ships in sight.

Thursday, May 24

To-day commences with light N. W. wind and pleasant weather, all sail put about 10 a.m. see in sight ahead, and ships. Middle part weather same going ahead east, sail heading to the N. At 2 a.m., set all sail heading N. The wind, at 6 a.m. up with ice, again about, ships heading to the N. Better part light traces seen 1 p.m. Fine weather working to the N. and N. E. Rean went the ice beginning to melt about ship. Again and stood along about ten hours, the ice some about N. W. S W.

From May 21 to 24, 1866

Friday, May 25, 1866

Badly ice, not any whales.
Friday May 23rd 1844

Began with light wind from the NW.
steer clear & pleasant weather, under all sail, heading at 10 a.m. wind fresh at the 8th, heading N. and in sight to the WNW about 90 miles distant being the Russian Coast of Siberia about 12 miles to the 8th of Cape Thedore.

Satuday 24th

Commenced with Calm fine Clear weather, eight sail in sight, heading with Capt. Edwards and Co. Washington.
Middle part light air from east steering to the NE by N.
Thermometer at 99°
Latitude 62° 03' North.

Sunday 25th

First part light by shady, fine Calm weather, few sail in sight, Middle part light breeze from NE and increasing. Steering to the East by N 40° 30' double reefed the fore sails at 8 a.m. up 3/4 of the ice and ship standing to the Northwest, Calm first strong wind with

Cruist land about Cape Thedore, Corrected with 12 a.m.
Monday, May 28th, 1860

Today commenced with very light wind from the S. The barometer dropped to 27.55 inches. The ice began to scatter about, the ice thickening. The ice extended over the forecastle, but it was well covered with snow. The ice was broken by the ship's engines, and the forecastle was clear.

About 9 a.m. the ship cleared off and made for the land, with a moderate wind. The ship was becalmed and the men worked hard. The thermometer was 78°.

Latitude 61° 55' Long 177° 34'

Thermometer 68°, Barometer 27.71

Tuesday, May 29th

First part: Strong wind from the NNE fine weather, working to windward all useful sail set, general sail on sight.

Middle part: Fresh wind from the S workety to windward. Cloudy, The land and sea about 30 miles clear, and between we entered the north point of ice at 6 a.m. Then passing to the ENE close hauled.

After part: All sail set, strong N wind fine weather close hauled heading ESE by 12 m. Came up to the drifting place, the ice making from the eastern extreme point of the land which is Cape Thaddeus to the ENE. Cannot get any further to the WSW. Told the shipmaster through the ice of Cape Thaddeus, 20 miles distant from 1886, while going ahead gaining north. Left Mayball, Rock Martha of N, and Bly Victoria of Olin, several miles in 24th, 12 a.m. 1886.
Wednesday 31st

Commenced with fresh breeze from the N.W. steered south, and crossed 60°, 16. 1/2.

Thursday 1st

Commenced with fresh breeze from the S. steered south, and crossed 59°, 18. 1/2.

Friday 2nd June 1860

Clear day, wind N.E., light wind from the N.W. steered SE. all sail set, made good 10 miles in 2 hours, and made 12 miles in 2 hours.
Saturday June 2nd 1860
Wind fresh from the S. fine weather. Arriving ship Eto 2. heading for shore and 88 off shore 12 00 am. sight bound the same, Middle part fresh and undecided off and on shore. East wind and clear weather in shore 10 niles with thick fog, at 3 am, all sail laying down and 10 nile. Gaister first going black sight till landed. Sun rose at 2 am. East wind.

Sunday 3rd
Foggy weather fresh wind from 8 objects visible one mile. Standing to the E. Chagard sail set 8 to's. At 4 pm. Cape Banks fresh S.E. 10 nile. She had just passed Bushhead. Middle part against the ice at being to the South of and lying back towards any land at the time. About the ice being to see three ships. Fattened clean enough to see three miles most the time running down the ice to the 8% or few shoals one rising then, the 1st into the ice which is very heavy. Rocked birch set in sight. Ice extends from 8 to 10 nile. On this day supplant ourselves to be about 50 miles to the E. of Cape Shoaled

Monday 4th
Foggy wind from S. shaggy. Tuck weather. Felt out one ship going compass off and not the ice under any sail. At 8 pm. thick fog. Very wind, Middle part all wind reefs from 3. thick fog. Wind loud 25 mph, standing off and on the ice to the north. Better much same wind with weather can't see ship.

Old Ad Hoc
Tuesday April 5th 1860.

Most part of day of thick fog, fresh &

wind lying aback under going sail heading

to the W. employed catching up the

rigging, Middle part light air and

clear, put while about the same heading, the 3rd

gained with ship Henry Homeland of the

at 3 A.M. using 31/2 and thick fog lying close

Shottenfort fresh wind from the 31/2 and

break part time and part standing to the

norf. foggy at 11 A.M. sensible heat, hoarse

throat, all well, one Chasing whale.

Wednesday 6th

Hand increasing from the thick fog

run the ship off to the NW, 4th clear of the

day 23 miles leeward to the wind heading 31/2

by 8 A.M. clear of the pole, under close reef.

Middle part moderating by 10 A.M. 2nd

day, reef standing to the NW part time!

and part to the NE foggy at times thick,

Shottenfort fresh wind going to the

all well all well, safety to the Body Victoria of the

4th 11 leeward to the wind aback hands with

calls being thick fog.

Thursday 7th

3rd the Henry Homeland and gained

with her until 14 1/2 P.M. lying aback meet the twin

foggy at 17 P.M. gained from the NE, headly

10, thick fog. Later part foggy another

wind 8 headly 14 1/2, see one Beaked, one

rising one sail on sight.

In Bering Bay at sea

about the latitude 65º and longitude 178º.
Saturday 9th

Light breeze from the SE, hazy weather.做了
Heading W SW 80°. From 8 AM to 10 AM, the
Barge from the Consul and a trading vessel
entered the Barge on board, a Dutchman.
At 11 AM, we steering to the SE, where we
employed baking out water. Middle port
breeze from the SW, and breezing off the wind.
Headed N 56°. By 4 PM, clear to double reef
and no sign of ice. The wind N 56°.
02 AM. We at 4:50 AM, steering to the West
wind and set all sail by 11 AM. We at 7:30 6 miles
off latitude 39° 26' 23".

Sunday 10th

Fresh breeze from NW. A fog at 8 AM,
8:30 PM, we steer to the West, steering to the S
along the ice. Middle port all set, but
steering along the ice. About 8:30 the
steersman, a sailor, at 7:10 AM, 15 knots 12. We
wintered in this place.
Wind of June 14th 1860

Stemmed from a clear weather, but trying to sound the whelk, could not do so, and 2 P.M., anchored the ship, and hauled the whole 30 fow, took the lines to the ship, and made fast at 3 3/4. Manoeuvred the ship to haul the whole took the lines to the whelk, and made fast at 4 1/2, manoeuvred the ship to haul the whole took the lines to the whelk, and in the head quarter rubber off a star, but we struck them and hence the start of the following, just as the anchor of the whelk when struck, struck them parted and the whole went to the whelk again, with only one line fast, them, clearing, they from then on anchor making being a large hedges, and another hedges to back of, near in all the Cardinal Colle and 30 of the latitute having and all together 1307 choins, which falls 14 fast, sound, ship in right.

Tuesday 19th

Going to anchored at eight of cardinal being for the whelk to rise, and went fresh ground, and hauled deeply in sight to the 3 3/4. Made the Bark Martha and fresh 3/4th of No, middle, and at anchored a hale in the bottom, wind light from the 30 strong, sea about one and half miles off coming towards the ship, letter sent deep with the whole line to the semi-land and hour, the hale with the surface when the water to rise up the anchor, sea half mile off in winds, gunned with Bark Martha 13, wind.

Wednesday 15th

Fresh & wind from the north, by 9 3/4 P.M. anchored the bark commenced cutting the hale, at 10 3/4 P.M. ship, shifting adrift off the ice, at 11 P.M. Abalier, with clearing decks. Letter sent, very wind from 8. clear water ground very well holding the whole,
Thursday, June 14th, 1816

Began with light wind from the 3± East; running about 3± South, called down the first bush very heavy, had to throw half of it over board, and to stand with the leeward Middle part light wind; being clear from 9 to 10 a.m.; slight wind about the ice from 8 to 11 a.m.

Friday 15th

Took first part light wind; no signs of the wind; a little rain; clear; no signs of the wind. Middle part clear and running about the ice. Latter part light & calm. Stand at the ice. The wind to the east.

Got by Oct 05 64° 26' 30"

Saturday 16th

Light wind from the N.R. Standing clear now, all sail set, passed with the Bank pretty close, Middle part calm. Latter part light breeze from W.S.W. all sail set, standing to the N.E., D.T. 12.33; fine weather, clear, 20 miles off Cape Breton; 100 miles having about 10.30, employed bowling.

Sunday 17th

Fresh wind from the N.W. heavy; running South, standing towards the Land all sail set. Finished bowling at 2.30; D.T. 4.30; weather fine; miles of the shore Notice Cape to the ship, about 2 hours in the boat, at 7 P.M. Notice an ice in the shore, Middle part light wind, running along the land; N.W. Latter part light & calm, George running along the land to the 9°. 10.17 at 7.30 a.m. 38 miles to the 8° Cape Sable at 12 m.
Monday June 18th 1860

Light airs, very moderate, heading south, all sail set, at 10 A.M. 10 miles from Fort Providence, the land far ahead, heading in a short, white, 'Middle part calm, strong current setting to the E.S. fine weather

No ships observed by the E.S to the East of 10 miles.

Later part light wind until finishing at 7 P.M. About 10 miles from Fort Providence.

Toil continued and set on anchor between the head of the North Arm and Park Mountain.

Another ledge.

Tuesday 19th

Light and wind thick fog, ship at anchor.

Watch kept all night, returned at 8 A.M.

Came within 10 miles of Park Mountain.

Another deep river in solid ice three miles from Clarke River. They see plenty of whales. Saw in the fog, could not attack or kill, cold could not do anything.

Wednesday 20th

Light airs from the S. fine weather, good port.

Anchored, dismasted, towing down, at 1 P.M.

Finished, see Boosehead and decided not to stop.

Remained on the south, remainder of the day.

Light airs from the N. fine weather.

Dissatisfied with decision to return to Park Mountain, several of the men sick with scurvy, leave the boats and crossed, god blessed us not see any several ships in sight of shore.

Port Providence or Olone Best
Thursday June 22nd
Light footing and calm. Steers anchored in the Bay. Some others sailed in and anchored. Left off on board that day. All hands employed mending sail and other actions. Then one steers standing at 60° above and land and in the noon, then steers off and sailed to 34° above.

Friday June 23rd
Light wind from the east. Good weather. Day well. All hand employed repairing main top gallant sail. In the afternoon. Made 32° officer off course in the boat. Left course. Next late in evening repairing sail at 3 P.M. Steer for boat came alongside and nothing. Orders on board until the time, five vessels in the Bay. Five sailed to day.

Saturday June 23rd
Calm pleasant day. Steer off at 8 A.M. all hand employed doing nothing. Few natives came off and went with the Florida ship.

Sunday June 24th
Light gained from heavy weather in the afternoon after light from the east. Gizzly at times clear and few miles. Notice on board all day. At 2 P.M. 32° 32' officer of Bark Cleve came on board. Left several hours report the bark in full ice 2 miles to half an hour to get out in 24 hours. This 24th men on board getting along finely.

Anchored. (Waiting for ice.)
Remarks from Officers of the
Barbicle Boat anchored in Plon Bay

The Barbicle Boat the Commodore anchored in Plon Bay Sept 1839 with the intention of passing the winter here. She anchored about 2 miles up the Bay in the West where first outside of Comma Harbor, a fine 2nd port forms a good harbor where she is anchored. About the 19th of Oct. The whale first made their appearance large whales first, then small whales very plentiful at this time sea was making all the time & being very cold they killed several whales saved 2 out of three the natives and for them in account of cold, they lost the rest. The whaling being in a boat to crew belonging to a vessel Bay that entered here, they collected when whaling, a pole country seldom they found only three of the best crew the boat header, and two men were ked.

Whales were scarce and quantity for 20 days they got plenty of fish in the fall, they had two hurricanes in the fall most of the weather blowing C S S W from the N W S W for about 3 months the thermometer first 60° below zero the coldest was 28° below made in every part of the ship with a stove going at the time little heat can be obtained with the waters also a very friendly one great fires and

Theses
Tuesday, June 25th, 18--

Light wind from the SE. Foggy & fine. The sun was not seen after 2 P.M. The foggy haze coming out of the Bay, & the mist across the Sound making it impossible to see the land. The fog was so thick that it was impossible to see the land. The fog was so thick that it was impossible to see the land.

Wednesday, June 26th,

Light breeze from the S. Fogg. A placid sea, & a quantity of ice coming out of the Bay. All the vessels excepting the Florida, & the vessels that passed here were still in the harbor. Ships of different descriptions, & vessels from different places, were in the harbor. Ships of different descriptions, & vessels from different places, were in the harbor.

Thursday, June 27th,

Light wind from the E. Fine weather. The vessels in the harbor were all in sight of the ship. The officer and crew of the ship were on board. The troops and boats were returned to their ships for the day.

Friday, June 28th,

Foggy and misty. The ships were anchored at 10 A.M. The fog persisted all day. The ships were anchored at 10 A.M. The fog persisted all day.
Saturday, June 30th 1860
Fresh breezes from the NE head, and three naval ships anchored in the Bay. Capt. Smith of Rhode Island being the most distant, have 12 Boys, 2 Haras, 2 Colliers, and 29 cars waiting on board. We had a grand sailing from the NE.

Sunday, July 1st 1860
Being mixed from the NE, a gale, still going at anchor, fine, the sky bright off evening, and the water of four different vessels in board.

Monday, July 2nd
Fresh breezes from the SW head, Capt. off song and present, Trench off and alone, I went on board the Eliza Adams. After few hours, I returned at 9 P.M. with some sea about the ship from the four bay.

Monday, July 3rd
Fresh breeze from the NE, fine weather, all the vessels out on deck get under way and off on a cruise, I still remain thinking of the best and most sure way of getting little oil, as whaled all past, they bound into the Cape. The Ocean. Coltons point of the Cape, clear and rainy, lightings of the Bark, Clow kept dimming and kept light of the Dog Kichgel.

Wednesday, July 4th
Moderate breeze from the NE, going 30 miles, the lightings in the board, getting all light and dimming, all the ships bound of the Cape, navigation on board with breeze trade.
Thursday, July 5th, 1854
Strong southeast wind. Steaming 4.2 knots.
At 1 P.M. cleared the decks and the wind picked up. Cleared out of the bay and set sail for the head. At 3 P.M. steering 10 10° along shore.

Friday, 6th
Strong north wind. Steaming weather ship under way bound to the head under double reefed and 90° running along shore. Steaming about 9 miles distant.

Saturday, 7th
Commenced with light wind from west. Steaming along the land about 12 1/2 knots. After cloudy and rough weather.


Sunday, 8th
Killed 2 deer. Had found a herd of 30 deer on the land. From the North of Oneida Lake across the Gulf of Adirondacks. 40 miles of the North. Veching 40° N. The shore 80 1/2 miles distant. The remainder of the day, beating the wind up the Gulf of Chad and a head wind setting to the S. At 12 A.M. 10 miles towards the head of the Gulf of Chad. Still beating.

At 3 P.M. and time to go anchor in 27 F water. Wind in the 6 and 8 and 10° S. a sand flat extending from the 6 to the 10° S. 1/4 half a mile off the coast. The 3rd
Sunday July 8th 1810

Fresh breezes from the N. over the time.

light rain and cloudy, all the boats started off
at 3 A.M. to take a sound up the Bay, on account
of some whale sighting. We sailed towards the
head of the Bay and then brought up to Oother,
and in shore to see the whalers, the 3rd whale went high to
the Bay, all hands went on board and 15:35
the ship underway sailing out the Gulf, and
in 3 hours, all necessary call set.

Monday 9th

Middle part light breeze from N. and
place not outside the Gulf until 04:30.

A good breeze from E. and

Middle part at 12, E. to 14, E.

Midday and very foggy, later

Middle part from E.

Midday

and very foggy, later

Middle part from E.

Foggy 13:00, P.M.

Foggy 18:00.

Foggy 21:00.

Foggy 23:00.

Foggy 01:00.

Foggy 03:00.

Foggy 05:00.

Foggy 07:00.

Foggy 09:00.

Foggy 11:00.

Foggy 13:00.

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Foggy 07:00.

Foggy 09:00.

Foggy 11:00.

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Foggy 01:00.

Foggy 03:00.

Foggy 05:00.

Foggy 07:00.
Thursday July 15th 1814
Begins with light ENE wind, 4-32 P.M. String wind from the ESE wind light east by north. Heavy rain from the NE to NNW, unseasonable weather and a violent storm with rain & very thick fog. Off Cape Clearing cutter at the 8° Middle Point Strong gale force from the SE standing off shore at the 8°. At 7 A.M. wind from the SSE, 3-42 P.M. being ESE. All sail set. Gusty weather. Cloudy wind from SE, blowing to the SSE without seeing a cloud.

Friday 16th
Fresh breeze from the SSE. Gusty, all useful sail set. Heading at the 8° Middle Point. Strong breeze from SE. Gusty standing off and there a hint of under easy fall.
Gusty same kind of weather under easy fall.

Saturday 17th
Strong breeze from SSE under easy sail. Middle and Cotton Point Strong wind with fog and rain. Strong wind under easy sail. Standing off shore from the day SSE and great weather and there NE, disagreeable weather though not as bad as it is seen.

Sunday 18th
Strong rain and fog in land & land, thick wind from same old point on. All time headed & shore beating off shore. Standing off shore, Middle Point & wind moderate. Gusty & rainy. Weather much the same winter. At 7 A.M. fog cleared away (Land in sight. Blowing on shore).
Mond. July 16th 1860.

First part, Capt. Sanford both under
London, 1st port, about, Black Boy, steering
for the bay, all sail set & rode. Capt. in
sight, steering into the bay. Middle part
very light, calm and smooth. Wind from
N.E. about 2 P.M., 4.5 knots in S.E. by S.,
along remainder of the day. Drove her fast,
and from then, Capt. Sanford anchored and
pulled ahead and went into the mouth of the bay.
Then being back, anchored 8th mile in 35
feet, about 2 miles to the west of the head. Wind
light, and rain continued all day. Made
a course of miles, came dry
side. Current running 4-knot to the E.

Tues. 17th.

2nd day, Blowing slight gale from the E. Strong
with wind and rain, Capt. Middle part
fresh wind, glossy and heavy swell. Drove her
fast & wind heavy, well setting into the bay.

Wed. 18th.

Light being from the E. Almost Calm, at
5 P.M., fresh being from the S. S.E. at 6 P.M.
Arrived, Capt. in company with the bank
and went. Ang. Bay anchored at 8 P.M.
Middle part, light part, blowing Gale, Wind
very fresh. Anchored in 25 feet.

Thurs. 19th.

Light S.S.W. wind, glossy, took from
towards, and drove, and anchor, and set her
off. Capt. Thomas of the Eliza O'Donovan, due on
board about 2, settle a good gun.
Friday July 26th 1860

Light wind and 3, very rainy weather.

The Indians are third, thick and very black, naturally, broad features, flat noses, short hands, small feet, and a comely figure similar to the Chinese.

Their food is animal with the exception of a few roots, they obtain in the valleys, and a few planted gums in the hills. Are we sure a few wild berries are found? To the sea? Whales besides they find plenty of fish in the sea and their rivers and streams abound in salmon, trout, small herring, salmon and other fish in great abundance. Duck, Brent, curm and other sea fowl not numbered inhabit the shore and fresh fowl in season besides the land afforded them. Deer, Bear, Elk, rabbits, small game considerable, gophers, mice and others of the animal kind they object to eating, they must learn hunting when they see them, putting short of starvation will compell them to look for food. Their animals besides supplying them with food, also furnish them with clothing and means to live in. Their principal building materials are Deer skin, Pine and Willow, and dead skin, the frame rich is and mostly some piece of whale is used, their land for building and making canoes, frames in the island obtained in this island and the American coast. The Wonder, trade village on the Ohio coast having cane, frames good wood and willow hides in exchange for deer skins
Saturday, July 21st, 1860

Whole day and other small boats there were busy going on loading the natives all over the country; had nearly made on both sides of the land. America & Ohio.

Today, a fine day, another edition and heard all old and new & singing to the bark Eliza Adams all day, better part light breeze from the N.

Sunday, 22nd

Commenced with light air from the N. at 4 p.m. Light breeze from the N. 40 under 100 feet off the land, we went to the open bay about 4 miles from shore & took our anchor when the wind was S. at 5 p.m., light breeze from the N. and acht, steering out the bay all paid out, and about dozen fathoms on board for St. Lawrence & me Copec.

Monday, 23rd

Middle part calm fine weather at 5 a.m., strong breeze from the N. 30, heading S. 5 E. and to St. Lawrence. Band at 11 a.m. on the island in sight; by 12 noon, seen three shore about 12 miles to leeward of the friend of the ship. The sections all be.

Tuesday, 24th

Commenced with fresh breeze from the N. 40, steering to anchor and to go to the point 3 land the natives, by 6 p.m. within 6 miles of the point. Anchored in 10 fathoms, left to see that and three boats, crew, went on shore, as soon as they arrived. They heard a sacrifice to their God for a safe arrival. It consisted of 2 doz. of incense and other small things, came on board at 10 p.m. At 4 a.m. got under anchor and light breeze from the N., standing to the W. 10 a.m.
Wednesday, July 25th, 1860.

Began with light breeze from the S. Fine weather. All sail set in the Northern bank. St. Lawrence Island about 10 miles to the E. in sight. West Coast of Bermuda Frigate 20 miles distant. One sail in sight. Middle point light 2 1/2 miles to the E. in heading to the current setting to the N. about 2 knots per hour. Bank & Coast in sight. Little foggy and blending with the current. 

Said Captain in 1852.

Thursday 26th.

Today first good light breeze from the S. Fine weather. All sail set. Stilling E & S. Bound to Fort Clarence. Shot a ball into a fine rock while keeping the line for fishing at Fort Clarence. Middle ground foggy and hazy and foggy all sail set. Stilling E & S. Course good time and 28 1/2 N. point. At 7 A.M. King Island clear to the W. supposed at some some distance to the N. of it.

Friday, 27th.

Strong SW wind thick fog. Stilling for fort. Clarence all sail set. At 12 40. Prince of Wales on sight. Clearing E. and Ft. Clarence. At 2 P.M. Complied and anchored for miles inside the head thick fog. Two other vessels at anchor here. The 1st shot in board, rear anchor of the day shooting at from E. foggy. Capt. returned reported the Bank Clear and Big Wind in the Bay. Get ship under sail and sent parties in the Bay and off shore. Company for 10 to 15 miles from shore. 2 Fathers under deck go ashore to rest. All clear, couldn’t land on account of the surf on the beach.
Saturday, July 29th, 1860
At 10:30 a.m., leaving 950 lb from the Esquimaux. Foggy weather. At 7 a.m., let go the other anchor. Sails set with two anchors clear, forecastle end 90 ft. chaff out, the forecastle 90 ft. when backsail, 93 ft. 5 a.m. Another bank came into the Bay and anchored, at 12 m. gale moderate at 6 p.m. blowing strong. Better part of the day strong wind strong storm. All ready for a trip.

Latitude 56° 33' North 27° 29' West

Saturday 29th
No day moderate wind giddy at 12 m., light wind myself and boat crew, west, chase, g1 minute on the land from land island returned at 6 p.m. having explored the Cape a promeeka boat from Bark Paddling came along and her companion came off.

Monday 30th
Moderate wind rainy, some the day before. Light breeze from S. Ether port, thence wind meet the tide, took in beed dagger from the beach, then we left and one can be obtained in great quantity, one of it makes. Notice on board. Trailing mud all day, took off the land and anchored.

Tuesday 31st
Can't find fine weather all day great times from S. to S. from 8 ft. tide of 1 ϱ at full of wind, 7 to 8 m. Ti underneath, and after beating out of 1st Choice, weather ahead trailing good for June.

Must take Calif., ammunition, decoder Bell P. Edward, and 3) also chief's knife whiskey, tobacco and other small articles.
Wednesday August 1st 1860
Middle Light Light breeze from the W
Fine weather rounded all Cape Steering N.2 E. Course along the coast at 12 P.M. and N.E. Cape Point of Alaska in sight at 2 A.M. Tiemeida Island in sight. Sear built Course Steering N.N.W. at 6 A.M. 24 A.M. Rock one mile off ahead, steer to the eastward of the Tiemeida. 12 M. Cape Point in sight. Also Prince of Wales about 15 M. from each.

East Cape
Prince of Wales
East Cape

Thursday 2nd
Begins with light airs and clouds, at 7 A.M.
Breeze from the W. Steering N.W. E. fine weather.
2 ships in sight. First firm whale.
Middle and Lower port fresh breeze from the N.E.
Friday 3rd
Begins with light airs and clouds fine weather at 7 A.M. see Ashhead. cheered him and gin hear calm and mist the time when we got a breeze the (Trumpet Point) and steer N. 7 P.M. had two whale alongside. Middle port cutting the whale from 9 P.M. to 10 P.M. and lower from the S.E. 11 P.M. Lower port fresh breeze from the S.E. and steer E. Steering N.W. half mile on the ice, sea broke. Whale in the ice, water undisturbed

Saturday 4th
Begins breeze all day Short time wind and started at the northward of N.E. First short de wife
Watering. Cotton Peggy. Reckoning, 6071. 6071
Sunday, August 3, 1860

Hinged from N.W. foggy and dreary, and sail fluctuating off and on. There was broads on each deck, in camp and ships. The blotters were and deck lips, employed all day long.

Monday 1st

Moderate wind from N.W. foggy. Finished sailing at 2 P.M. cleared the deck. Succeeded to the Edge Adams. Middle gant. Light air from calm and foggy, about the land. Letter gant. Light breeze from the S6 to S7.

Tuesday 2nd


Wednesday 3rd


Thursday 4th


Friday 5th
Friday, August 7th, 1866
Strong N W and cloudy weather. Baked hard crusty bread to employed while the looking out, all had to be thrown overboard.

Saturday 11th
Fresh N W breezy cloudy and snow equally fell and melted, going quick to wind and wave. Sailed about to the N. Middle part bright and calm, pleasant weather. First paid in sight three miles. Latter part Strong S E, and fine weather cheered me. Reached land about 3 miles to the S W.

Sunday 12th
Strong S W and pleasant. Reached a beach about 3 miles, came on board and planted the flag, landing the whole at 11 last Wednesday.
Middle part Strong wind from the S. for 2 hours, southerly wind S E, and sailed to the W. Latter part Strong and a light gale from the N. Reaching to the N., and her clouded, several ball of light, botto empleyed bellying, ships lying. Doubled head, Steer.

Monday 13th
Light gale from N W clouded general, lying to terming to the N. and employed bellying. Middle part Strong wind clouded lying to terming to the N. and employed bellying. Latter head moderate wind N W, clouded, reaching at the E, under double reefed topsail, bellying.
Saturday August 17th 1845

Light breezes pleasant at first, broadside hawed and chased whale going to windward. Hoist out Catch, come and hark all sail and strike the Hemp Omega as off lodging, Middle and Lower main light and fresh breezes from SE. Pleasant see few whales going quick to the landward, several sail on right turn and chase, with the Henry Homeland Cutting, Land in sight to the SWS.

Wednesday 18th

Light S W breezes heavily all sail set causing the two vessels cutting out any whales to be seen, Middle and Light breezes pleasant, chased the Magnolia going back all night. Lower main light fresh breezes from NW, made all constant sail causing, all hands employed Storin oil and rolling hay, several sail on right.

Thursday 19th

Fresh breeze from the NW hazy, punting to the SE one whale, Middle and Light breezes from the NW with snow squalls, all sail in but main topsails at daylight set sail chasing the whale and chased, Cut the foot light and calm, several sail on right home boiling.

Friday 20th

Second chased a whale did not get any, see four vessels boiling, Middle, Light and Light. Chase fine weather chasing along the right side of whale, 15 30 on, leaved first whale chased about 8 a.m. Then hauled out home 1 20 on along side commenced boiling.
Saturday Aug 17th 1860

Lift wind from the E. finished cutting at 5 P.M. Middle & Latter part calm weather cumuliform cloud, several sail in sight some water. Began cutting during the morning afterward got two sails. At 7 P.M. made sail encamping, fine weather.

Sunday 18th

Fine breeze from W. pleasant. Three boats lowered and chained forward & back. Stuck anchor. Having chased square off P.M. whole alongside;

Middle part fine weather easy sail boiling, shal alongside & the great foggy Commerce cut'ng the whole at 12 A.M. finished 7 A.M.,

Monday 19th

Light 8 breezes from E. heavy. Wm. lowered double reef fore & main, our first shift. Middle part calm weather ended 2 P.M. Latter part light breezed Peggy coming understaff easy sail, baking all day,

Tuesday 20th

Breeze light breeze from S & S.W., middle light rain from N. Latter part strong N.W. and Peggy ended strong rain all hands employed. Strong down all. First shift in sight,

Wednesday 21st

Strong rain and snow, cumuliform cloud, middle, great, strong, latter part had another strong wind from N. Cumuliform cloud, general sail on light

Thursday 22nd

Strong N. and closed under strong sail boiling in one shal upwind E. windward. Several ships in sight chasing. Latter part of the day strong weather wind and encumbering closed sails finished boiling, understaff strong sail
Friday, August 31st, 1816
Light gale from N. N. W. Good weather under
sail and heading to the W. Ships the Robert Edwards

Saturday, 8th

All day light gale from the S. Ships,
running fast and all hands employed steering
while on the way West.

Sunday, 9th

Sail from the N. Board under
sail and heading to the W. Finished steering
at 3 p.m. Middle and lower part came another at
8 a.m. wore ahead heading W. S. W. under double
reef main and close reef fore top and weather

Monday, 10th

Begin with light gale from the N. Cloudy
weather, under came sail heading to
the W. until 3 p.m. were a bank running parallel from
heading to the W. Reopened and had steam boats,
with
sail. Heading to the W. One deck full of
people, and on. Middle and lower part came a

windy weather, all hands employed steering along
cast and chocks from the deck.

Tuesday, 11th

Windy, running hard and long. Vector
sail 241, at 7 p.m. ordered to run
double reef main, steering N. S., middle
put under cutter at weather part kept up and hung in
weather. all sail set heading to the W. Ships in

Wednesday, 12th

Begins with fresh breeze from W. pleasant.
all sail set steering N. S., ships the Ben Noble.
leaving, middle and lower stay set, from
the S. into weather coming into the N.
Thursday Aug 30th 1860

Whale breeze from the SW, coming at the ship. Momentum of SB from Choco, straight as a long cock of whale. Three caught several from 10 a.m. until 3 p.m. several sail in sight some bound to the 1st. Same as our vessel and same ship & crew. The 6th was noon, so about the longitude of Cape Hedo about 32° 30' north. Middles had wind and handled around to NE, now south and then from another under any sail. Little east light airs and calms pretty constant.

[Log entries about whale sightings and activities]

Friday Sept 1st

Fine breeze from the S8, pleasant all day.

[Log entries about whale sightings and activities]

Saturday Sept 2nd 1860

Strong wind from S8, pleasant, at 1 P.M., commenced cutting, finished at 2 P.M., put first sail on the ship, heading to the 83°N. Middle continued wind, heavy, ponder, three sail, rolling. Later part light breeze from S8, first time on our back, and part on the other, thick fog under any sail. Boiling.

Sunday Sept 3rd

Light breeze from W8, heading to the 59°, thick fog. Middle sunny. Slight fog.

Light airs are too on three whales going south, lowered, and without success. At 10° 30' finished boiling.

[Log entries about whale sightings and activities]
Monday Sept. 3rd 1860

Light breeze from NE. Fine weather.

see few whales going quick, N.B. which number all sail. Commencing working the whip, 2 n. at 6 A.M. lowered been A. Abled.

Dribble, but brisk. at 7 A.M. whale along side

To mele a part heavy string from the N.B. Tomney all sail in long by the whale.

Art the part long and needed. Took out the whale had the fluke in account of wind, weather. At 11 A.M. blowing a gale. hemming to the E.

Tuesday 4th

Strong S. wind. heavy weather. Captain by the whale, heeling to the N.W., chrising about the boat.

To the N.W. Middle part moderate wind and heavy weather by the whale. All sail hauled. At 3 A.M. commenced cutting. 4 A.M. Whaler head strong wind from S.E. Steeply employed cutting whale. finished at 11 A.M.

Wednesday 5th

Ftowing wind. steeply 3 a.m. under three reefs topsail

Heading to the N.W. Middle part heavy a gale from S.E. hauling to the S.W. at 2 A.M. Handsed the fore whip, weather heavy and at 9 A.M. then fair.

Further part light gale from the S. going to headby S. reduced Storm sail, one whip in right weather. clear.

Thursday 6th Spumy dawn 7 A.M.

Ftowing gale from the S. going to headby the S. weather clear. Middle part moderate. 3 a.m. under three reefs topsail. heading to the S.W. since 7 A.M. fortly going.

Wind, ftoming, some stall. but heading to the S.W. all hands employed ftowing down oil.
Friday Night 1st July 1864

Strong wind from the S. finished storming at 3. Then saw a ship heading to the S. Close reefed topgallant sail set. Middle topgallant light gale clear, same sail set. Gale fresh from wind clear, pleasant weather. Paused the fire, lighting the whale. Vent 10°, 35° N.

Conf 17°, 14° N.

Saturday 2nd

Strong wind and fine clear weather, heading to the S. Close reefed topgallant set. Middle topgallant light gale clear, same sail set. Heading to the N. by E. Westerly wind, close hauled. Set single reefed topsail. At 11 A.M. and ship heading E. Kept all day. Conf 7°, 68° N.

Sunday 3rd

Moderate wind and cloudy. Heading ESE. Middle topgallant light hauled. To the E. and 4A.M. commenced wind, made sail. Steaming to the weather main. Moderate part and breeze from the W. All sail set. Steaming to the E. Finished cooking at 9 A.M.

Monday 4th

Light breeze from S. Clear weather. All sail set. Heading to the SSE. Close hauled. On 20th in S. Right. Middle topgallant light weather calm and light. 3 A.M. Then light breeze from the E.患病. Fallen part from wind, setting to the S. by 10 A.M. Compass indeterminate being buffeted by the wind. All hands employed steering till noon one ship.

The remainder continued the same as in the previous log.
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<td>Bread 26 cwt (averaging) 16.4 gals each</td>
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<td>Coffee 8 lb.</td>
<td>Butter 6 lb.</td>
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<td>Cheese 3 lb.</td>
<td>Bread 1 cwt.</td>
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1867

1. Inset of Capt. Whedon
2. 4 For 1000 ft. of cable. Freid Preis to be sent
3. 16 for 2000 ft. of cable.
4. 1000 yards of cord.

Total

5.00
20.00

Total

25.00
Remarks

Hoping for Whales plenty

in Lat 37° odd and the South Long 11° odd miles

The Emma L. once got 1100 Whales oil

in the Atlantic Ocean Oct 25th south

there took them in the anchor.

On a direct from John Onland who

thinks he saw most of the Fish Right Whales

in a weather from the Gt 55° W to 59° W Long

148° to 145° W. They were in 38° N to 39° N. 144° W.

They found Whales off shore in May and

in Shire in June & July.

First place for Blackfish Oct 22nd 1837. 36° 67'

The Bears grounded on the Ect Sil. 19° 20° W.

the anchor but harboor on the Cpt. Bichon.

New Zealand Whaling


Shorn Whales 465 barrels in.

Bark Queen took about 6000 barrels oil of Chilka o. right whale cruising ground.

In the Ect. two and three years ships sailing

from home and going up to the North 44°

up to 48° south latitude sailing to the East and

the East and W. on the islands westward found

and number of Shorn Whales

and grounded for Shorn Whales about Palamo

End of the Bark En. Oct 2nd arrives and


and in sight. the sea to the Continent and

South to New Zealand and to the 50° and

26° South 23° and 10° Long 153° 36. 6.

for large number of whales and caught a good

quantity. in 38° N.
I Recommend that no mention be made of the events in the vicinity of the latitude 40° N and between the longitudes 140° W and 160° W, as the fleet would be in a poor position facing the enemy from the North.