

Remarks on board Ship Adderson. From the
Innars, bound to Akavia. New Zealand
Sat 25th

These two or four hours commenced with a
fresh breeze. All sail set, steering N by E
at 2.40 P.M. raised land (New Zealand) mid
port again. At 3.15 got the anchors of the bow
and the cables up. at 3.30 gaged with the Marenzo
later part light breeze, standing in towards the
harbour of A.

Sun 26th

These two or four hours commenced with a light
air land about two miles distant, steering for
the harbour, in company with the Ship Marenzo
at 5 P.M. came to anchor in 6 six fathoms of
water, furlled the sails, and gave the Ship 30 fathoms
of chain, had a number of white people & a
couple of board, and made a short stay, it being
quite a treat for them to come on board of a Ship
as there has not been one here for 12 months
but had not seen one here for 12 months
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the anchorage is about five miles from the
entrance of the bay, the bay being (I should
judge) from one to one & a half miles wide.
The town is quite small, & was in former times
about four or five hundred whites, mostly English
although it was first settled by the French, the
white people live mostly on one side of the bay
and the Norwegians on the other side of the bay
the English Government allowing them a certain
tract of land, but are subject to the English
Government, the evening I spent of board of
the Marenzo, where I had a very social time, during
we three Officers about the anchor watch, (Second Third
and Fourth Officer) at 5.15 P.M. called all hands washed
sails, took a boat from the house and put it
over the side, at 6 P.M. made a boom pole between sails
and commenced to bake out a few barrels of oil in
order to see if we could not find a cask that baked
for the men forward (the crusers) refused to bake it
out (said one Boatsteward) they were all called on rather soon

Innars, Akavia. Feb. 26, 1860

Sunday 26th. where they the Capt and First Officer undertook to seize
a man hands being him, but as he made some
resistance he fell to the deck, and then the man
forward interposed, crying out fair play, one or two of
them had an engagement with the First Officer,
a few others were exchanged but without much
effect, but when told that a few hours work
would finish the job, and after a short time
they ^{were} all called to the chain hatch that were
going to work (they having gone forward a
few moments previous to this) and they all
immediately turned to and went to work,
but it is my firm opinion that if the case had
been properly stated to them and asked to go
to work, and after five minutes ^{at} considering
that every man would have gone to work,
the first man commenced around the fore hatch
between an officer and one of the crew, when the
man immediately seized an axe and the officer took
a stick of wood out of the deck post, and then the
Captain came forward, the Second Mate and
two Boatstewards (William Hughling & Edward Sigholm)
were called out of the lower hold, I being on
deck at the time, at 10.30 P.M. finished stowing back
the oil, finding no leaks at 10.30 sent down
the Journal, and commenced to search in the
port of the Capt Wife & Child were on shore about
10.40 P.M. the latter part of the 25 and the first part
of the 26 we hauled for Sunday, and the 26 several
times, we hauled for Monday, the time being one
day ahead of us, as we did not change the log
when we crossed the Meridian.

Mon 27

the 27th hours commenced with a fine breeze
employed in mending the foresail at 9 P.M.
sent it again, nothing worthy of notice
through the remainder of this day