

Ship Courier from a Cruise Towards the ^{Islands} Ladrones

Wednesday March 3rd 1841

Commences with a brisk trade from N.E. by N. with fair weather steering N.W. on bent the fore and bent another middle part wind and weather much as the first latter the same employed repairing up the Main Top Sail & repairing the Spanker so ends

Lat by Obs. 5.03 Long by Chrt. ^{141.54} ~~141.54~~

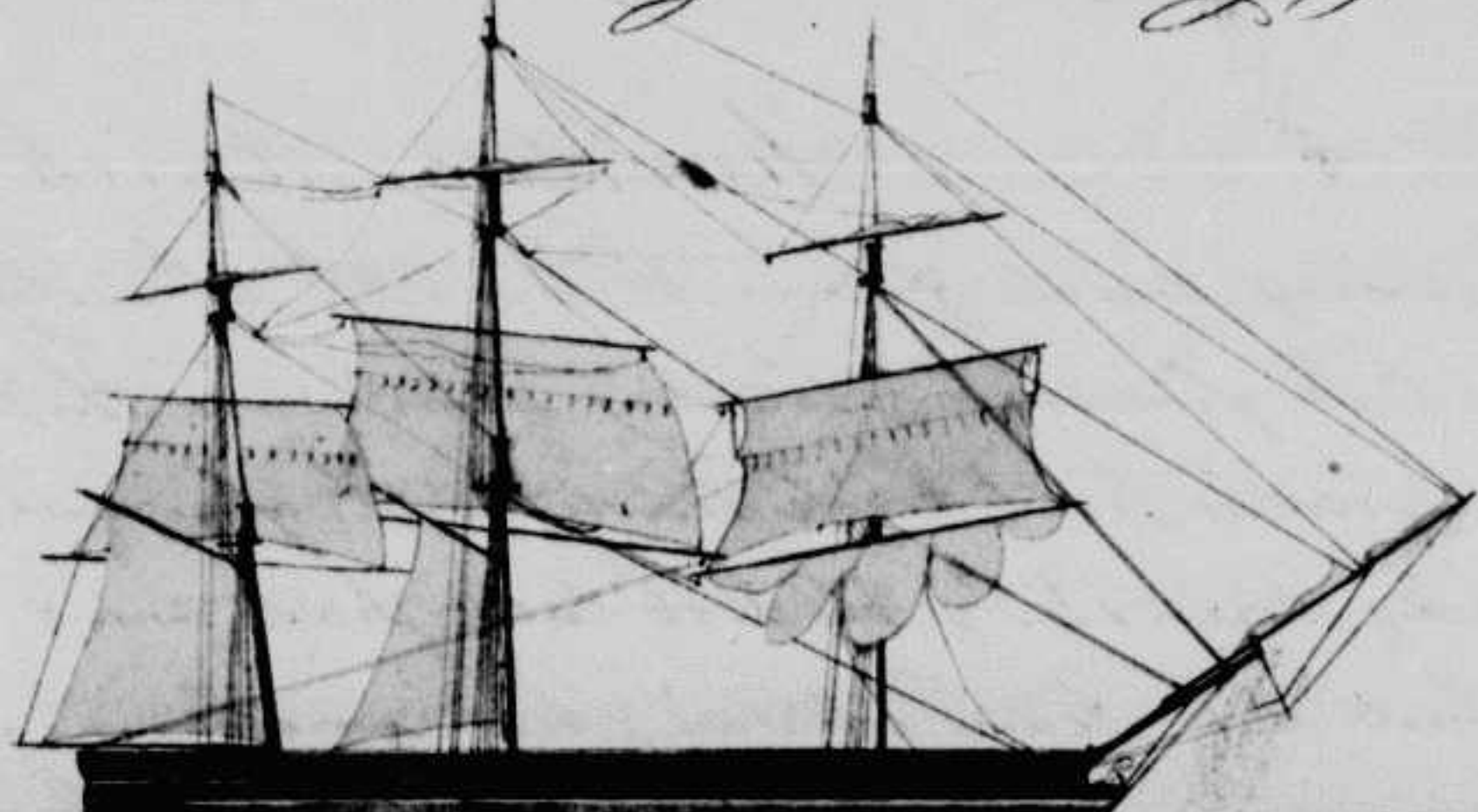
Thursday March 4th 1841

Commences with a brisk trade from N.W. with am oaky weather steering by the wind with the starboard sails aboard at 8 P.M. took in the Fore & Main T.P. at 11 took in the Main & halted up the Main Sail half part 11 had a squall but 2 reefs in the Top Sails half part 3 A.M. were ship to the N.W. at day light made all sail latter part a brisk trade from E.N.E. with am oaky weather steering N.W. at 10 A.M. made McWhells Isles point on the starboard bow saw 2 ships about the same time. Employed repairing the Spanker.

Lat 5.06 Long ^{141.54} ~~141.54~~

Friday March 5th 1841

Commences with a brisk trade from E.N.E. with thick am oaky weather steering N.W.W. at 1 P.M. set the Fore Topmast Standing Sail & ships in sight a head. at 6 P.M. shortened sail put 2 reefs in the Top Sails at 9 P.M. spoke the Ship Lancaster of New Bedford 28 months out with 2300 lbs the Ship St George was in company 16 months out 1200 ran down under three he and lifted to the wind to the North with the Fore Top Sail to the mast half part 1 A.M. were ship to the S.E. at daylight were ship steered N.W. by N. turned the reefs out with the T.P. Sails and topmast Standing Sail saw Wellington's ship at daylight steaming North about 8 miles off on bent the Main Sails to repair latter part brisk trades from N.E. with am oaky weather so ends Lat by Obs. 7.14 Long by Chrt. 139.15



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Saturday March 6th 1841

with a brisk trade from the N.E. with am oaky weather steering N.W.W. at 5 P.M. saw the Ship Ascension bearing N.W. 30 miles distant middle and latter part wind and weather much as the first parts steering the same with all sail set latter part employed taring & fitting the Rigging so ends. Lat by Obs. 8.32 Long by Chrt. 138.57 East.

Sunday March 7th 1841

All these 24 hours brisk trades from the N.E. with fair weather steering N.W.W. with all sail set so ends. Lat by Obs. 9.46 N Long 134.50

Monday March 8th 1841

All these 24 hours brisk trades from the N.E. with fair weather steering N.W.W. at 8 P.M. on bent the Fore Top Sail latter part employed repairing it so ends Lat by Obs. 11.02 Long 132.07

Tuesday March 9th 1841

Commences with brisk trades from the N.E. with fair weather steering N.W.W. at 5 P.M. bent the Fore Top Sail and set it again & the Standing Sail middle & latter part brisk trades with am oaky weather steering N.W.W. latter part employed taring down the Rigging so ends.

Lat by Obs. 12.03 Long by Chrt. 149.24 East.

Wednesday March 10th 1841

First part brisk trades from N.E. with fair weather steering N.W.W. middle & latter part wind N.E. & more moderate steering as above employed taring down and fitting a new Bobstay so ends

Lat by Obs. 13.07 Long 147.22 East.

Thursday March 11th 1841

Commences with brisk trades from the N.E. steering N.W.W. at 4 P.M. halted up N.W. by N. at 9 took in the Topmast standing Sail & the fore middle part brisk trades took in the T.P. Sails at daylight made a head about 15 miles at 8 halted aboard under the S.W. side of it saw no signs of a Town. Layed a back for half an hour then left off S.W. by N. with the M.T.P. at 10 A.M. made the Ship Quana at 11 put 2 reefs in the Fore & Main Top Sail at 12 took in the M.T.P. so ends.