

We laid here about three weeks our usual stay in port and then we left the bories bound for the yellow and japan seas right whaling. We arrived there about the first of April having experienced good weather excepting a typhoon that lasted about an hour and which would have taken our masts by the board if we had been unprepared for it. These typhoons are very treacherous things. A little white cloud will be seen in the horizon of which no notice will be taken at first but soon the air will be full of white sand and before anything can be done it is upon you and then look out if not prepared something must go. In an hour or so it will blow out and become moderate again.

A short time after we had entered the sea one morning the lookout aloft reported something black right ahead. On coming up with it we found it to be a dead whale. We towed it alongside and the captain taking a look at it thought it not worth the trouble of cutting in but the mate in the meantime had taken a small piece of the blubber and tried it out in the galley and now bringing it to the captain and showing him the result he concluded to cut it in and it yielded 60 barrels.

A day or two after this we saw right whales and lowering for them the mate was soon fast. At the moment he fastened the fourth mate who since the third mate's death had occupied his place had a chance also and the second mate who was close by sang out to him to fasten. He did so and the whale after going down started and ran to windward until he was close to the ship when he hove up and lay there rolling and finning. The Captain lowering his boat pulled out to him and ordered him to cut from him. To which he rejoined that if he could not kill him he would not come on board again. "I don't care anything about that" says the Captain, "I tell you to cut from him."

"Well cut it is" says the third mate and cutting from him went on board and the whale lay about there for half an hour or more and could easily have been killed. The mate's whale continued to run until dark when he was cut from and the mate returned to the ship. Thus two whales were lost that day one by the obstinacy of the captain and the other by his own obstinacy. When the officers heard the reason why the third mate's whale was not taken they were much vexed with the captain the second mate saying that it was by his orders that he fastened. The captain then said that he did not want two whales fastened to at once but all turn to and kill one and get it alongside and then get another. To which the second mate rejoined that he did not work in that way and if every boat was fast but to his and he had a chance he should fasten and should not cut for anybody.

The next day we saw whales again and this time the second mate fastened and we soon had it alongside. It made us 20 bls. We saw them again two or three days afterwards and on lowering the second mate got another and being to windward of us we were forced to beat up to him. After taking a tack or two the whale lay about one eighth of a mile to windward and the captain sang out to the second mate to run a line to the ship and by that means haul it alongside. To which the second mate answered that he had better take another tack as he was afraid that if we went to haul at such a distance that it would be drawn under water and sink. But the Captain insisting that a line should be run one was run accordingly and we all commenced hauling and as soon as we got a strain on the whale it sank like a stone. The Captain now had nothing more to say. The water not being more than 20 or 30 fathoms in depth here and a sunken whale usually rising in three or four days we concluded to lay by him a spell. For this purpose a boat was sent