

Remarks on board B.K. Albion

Monday March 31st 1868

Commenced from the S.W. all sail
at steering S.E. $4\frac{1}{2}$ E. E. in the ship
dub. Satter part much like the fore part.

Latitude S
Longitude E

Tuesday March 31st 1868

Bar Commenced fresh from the S.W. all sail
at steering S.E. $4\frac{1}{2}$ E at 5 P.M. wind about
S.W. S. Satter part much like the fore part.

Latitude S
Longitude E

Bar at 6 P.M. Wednesday March 31st April 1st

29.6 $\frac{1}{10}$ 29.8 $\frac{1}{10}$ 14 the Ks from the S.W. loved Cuba
Commenced moderate from the S.W.
all sail at course S.E. $4\frac{1}{2}$ E. wind rather steady
Satter part fresh with rain from the N.W.
at 11.45 P.M. double reefed the fore topsail.

Latitude S
Longitude E

Bar at 6 P.M. Thursday April 2nd 1868

29.6 $\frac{1}{10}$ 29.8 $\frac{1}{10}$ Commenced strong from the N.W. raining
with N.E. S. sail out. & double reefed fore
topsail. Shortly after midnight raised white
water. Satter part to be a reef. or something
else. it appeared to be about two ship's
lengths wide & about three quarters of a mile
long. Left the ship. at the wind as soon
as possible. in two hours time was under
two close reefed topsails & fore sails. wind at
2 P.M. hauled round from N.W. to the S.W.
at 7 P.M. steering S.E. $4\frac{1}{2}$ E. with course & double reefed
main & close reefed fore. Midday part strong coming
whole main top sail at 11 P.M. Satter part fresh
at 9 P.M. set maintopgallant sail. steering
from S.E. to S.E. $4\frac{1}{2}$ E.

Latitude S
Longitude E

Through the Indian Ocean April - 1868

Friday April 3rd 1868

Bar at 6 P.M. commenced. under close reefed. at 5 P.M.
29.7 $\frac{1}{10}$ 29.9 $\frac{1}{10}$ Satter all sail steering S.E. at 7 P.M. strong breeze
at 12 Mid from the S.W. at 12 ship under two close reefed
topsails & fore sails at 3 P.M. to end this day
with a strong breeze but the weather looks well
& the barometer getting fast. Latitude S
Longitude E

Bar at 3 P.M. Saturday April 4th 1868

29.7 $\frac{1}{10}$ 29.9 $\frac{1}{10}$ Commenced with a moderate gale from the S.W.
under two close reefed topsails & fore sails at 3.20 P.M.
at 10.40 took in fore topsail. at 4.30 left the ship under
main & fore sails. weather looking bad & threatening
with rain. about 9 P.M. left the ship. at 9 P.M.
at 11 P.M. commenced to head on at
at 2 P.M. fresh gale from the S.W. & S.W. in
remains under a close reefed. Main topsail
& fore topsail. at 11.30 at the yard.

Bar at 6 P.M. Sunday April 5th 1868

29.7 $\frac{1}{10}$ 29.9 $\frac{1}{10}$ Commenced with a strong gale from the S.W.
at 11 steering S.E. $4\frac{1}{2}$ E. under short sail at 6 P.M. all sail
29.7 $\frac{1}{10}$ at 5 P.M. under very short sail. Satter part
moderate with some rain. Latitude S
Longitude E

Bar at 12 (Mid) 29.7 $\frac{1}{10}$ Monday April 6th 1868

at 3 P.M. 29.7 $\frac{1}{10}$ Commenced fresh from the N.W. steering S.E. $4\frac{1}{2}$ E.
at 5 P.M. under reefed topsails. with loggallant sail set over
them. at 6 P.M. made all sail. strong breeze.
& employed making out water & doing little jobs
weather part fresh at midday. Latitude S
Longitude E

Bar at 6 P.M. Tuesday April 7th 1868

29.7 $\frac{1}{10}$ Commenced fresh steering about S.E. & all sail
at midday & latter part much like the fore part.
Satter part much like the fore part. I was taken
up for a dead man for the hour of providence but then
I saw in a moment of God's mercy.