

Journal of the Brig C. H. Adams

Friday Jan 27th 1886

This day begins with a moderate N.E. wind. Employed in sending down the fore top mast. For the middle and latter light N.E. wind.

Employed in fitting a new fore top mast. Setting up the 302 lbs + 1300 spit shrouds and painting ship.

The Captain went to town with the Starboard boat and crew.

Saturday Jan 30th 1886

This day begins with a fresh N.E. wind. For the middle and latter, same. Finished the new fore top mast. The boat returned from town at 5 P.M.

Sunday Jan 31st 1886

This day begins with a moderate N.E. wind. Sent up the fore top mast and set up the rigging. Sent Samuel Sampson the steward forward for stealing rum and getting drunk, and put Thomas Kirk in steward. For the middle and latter part fresh N.E. wind.

Monday Feb 1st 1886

This day begins with a fresh N.E. wind. For the middle part increased to a strong breeze. For the latter part increased to a very hard gale. at 11 A.M. let go the second anchor in 11 fathoms of water. Brig lay in by both anchors with 45 fathoms on the Port and 22 on the Starboard anchor. Employed in staying the fore top mast.

on a North Atlantic Ocean Voyage

Tuesday Feb 2nd 1886

This day begins with a hard gale from the N.E. by E. moderating to a fresh breeze at 3.30 P.M. For the middle and latter part moderate N.E. wind. Sent up the fore yard and fore top gallant mast.

Wednesday Feb 3rd 1886

This day begins with a light N.E. by E. wind. Samuel Sampson deserted last Sunday also.

For the fore and middle part light Easterly winds. Saw two Hump Backs. Covered and chawed with out success. Bent the fore top sail.

Thursday Feb 4th 1886

This day begins with a moderate E.N.E. wind. For the middle and latter part moderate N.E. wind. Lowered two boats at 5 A.M. and went to the head of the bay saw nothing.

Friday Feb 5th 1886

This day begins with a fresh E.N.E. wind. Sent up the top gallant yard and employed in various ways. For the fore and middle part strong N.E. by E. wind. Sent two boats up the bay at 5 A.M. came on board at 10 A.M. Employed in repairing the fore sail.