

Journal from

towards *Monte Video*

| H  | K | F | COURSES. | WINDS. | LEEWAY. | REMARKS.                         | 27 <sup>th</sup> day of April | 18 50 |
|----|---|---|----------|--------|---------|----------------------------------|-------------------------------|-------|
| 1  |   |   |          |        |         | Vessel in Dock undergoing Repair |                               |       |
| 2  |   |   |          |        |         |                                  |                               |       |
| 3  |   |   |          |        |         |                                  |                               |       |
| 4  |   |   |          |        |         |                                  |                               |       |
| 5  |   |   |          |        |         | Vessel in Dock Undergoing Repair |                               |       |
| 6  |   |   |          |        |         |                                  |                               |       |
| 7  |   |   |          |        |         |                                  |                               |       |
| 8  |   |   |          |        |         | Vessel all Ready to go out-      |                               |       |
| 9  |   |   |          |        |         | of Dock but Wind Blowing         |                               |       |
| 10 |   |   |          |        |         | so hard could not get out-       |                               |       |
| 11 |   |   |          |        |         |                                  |                               |       |
| 12 |   |   |          |        |         |                                  |                               |       |
| 1  |   |   |          |        |         |                                  |                               |       |
| 2  |   |   |          |        |         |                                  |                               |       |
| 3  |   |   |          |        |         |                                  |                               |       |
| 4  |   |   |          |        |         |                                  |                               |       |
| 5  |   |   |          |        |         |                                  |                               |       |
| 6  |   |   |          |        |         |                                  |                               |       |
| 7  |   |   |          |        |         |                                  |                               |       |
| 8  |   |   |          |        |         |                                  |                               |       |
| 9  |   |   |          |        |         |                                  |                               |       |
| 10 |   |   |          |        |         |                                  |                               |       |
| 11 |   |   |          |        |         |                                  |                               |       |
| 12 |   |   |          |        |         |                                  |                               |       |
| 1  |   |   |          |        |         |                                  |                               |       |
| 2  |   |   |          |        |         |                                  |                               |       |
| 3  |   |   |          |        |         |                                  |                               |       |
| 4  |   |   |          |        |         |                                  |                               |       |
| 5  |   |   |          |        |         |                                  |                               |       |
| 6  |   |   |          |        |         |                                  |                               |       |
| 7  |   |   |          |        |         |                                  |                               |       |
| 8  |   |   |          |        |         |                                  |                               |       |
| 9  |   |   |          |        |         |                                  |                               |       |
| 10 |   |   |          |        |         |                                  |                               |       |
| 11 |   |   |          |        |         |                                  |                               |       |
| 12 |   |   |          |        |         |                                  |                               |       |
| 1  |   |   |          |        |         |                                  |                               |       |
| 2  |   |   |          |        |         |                                  |                               |       |
| 3  |   |   |          |        |         |                                  |                               |       |
| 4  |   |   |          |        |         |                                  |                               |       |
| 5  |   |   |          |        |         |                                  |                               |       |
| 6  |   |   |          |        |         |                                  |                               |       |
| 7  |   |   |          |        |         |                                  |                               |       |
| 8  |   |   |          |        |         |                                  |                               |       |
| 9  |   |   |          |        |         |                                  |                               |       |
| 10 |   |   |          |        |         |                                  |                               |       |
| 11 |   |   |          |        |         |                                  |                               |       |
| 12 |   |   |          |        |         |                                  |                               |       |

| Course. | Distance. | Diff. of Lat. | Departure. | Lat. by D. R. | Lat. by Ob. | Variation. | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| H  | K | F | COURSE. | WINDS. | LEEWAY. | REMARKS.                                          |
|----|---|---|---------|--------|---------|---------------------------------------------------|
|    |   |   |         |        |         | 3 <sup>d</sup> day of May                         |
| 1  |   |   |         |        |         | Vessel at anchor under going Repair.              |
| 2  |   |   |         |        |         | High water Big off-shore - low water around       |
| 3  |   |   |         |        |         | May 4 <sup>th</sup>                               |
| 4  |   |   |         |        |         | Vessel at anchor under Repair                     |
| 5  |   |   |         |        |         |                                                   |
| 6  |   |   |         |        |         | May 5 <sup>th</sup>                               |
| 7  |   |   |         |        |         | Vessel at anchor under Repair                     |
| 8  |   |   |         |        |         |                                                   |
| 9  |   |   |         |        |         | May 6 <sup>th</sup>                               |
| 10 |   |   |         |        |         | Finished Repair and commenced                     |
| 11 |   |   |         |        |         | getting Ready for Sea                             |
| 12 |   |   |         |        |         |                                                   |
| 1  |   |   |         |        |         | May 7 <sup>th</sup>                               |
| 2  |   |   |         |        |         | Employed Painting and tarring                     |
| 3  |   |   |         |        |         | in Water 2100 gallons                             |
| 4  |   |   |         |        |         |                                                   |
| 5  |   |   |         |        |         | May 8 <sup>th</sup>                               |
| 6  |   |   |         |        |         | Employed Painting Store in Hold                   |
| 7  |   |   |         |        |         | And Tarring in Water Shipped                      |
| 8  |   |   |         |        |         | (43 Seal Skins by Mr Robert Lillen from New York) |
| 9  |   |   |         |        |         | May 9 <sup>th</sup>                               |
| 10 |   |   |         |        |         | Fine & Pleasant Weather since of                  |
| 11 |   |   |         |        |         | The Crew on shore                                 |
| 12 |   |   |         |        |         |                                                   |

Hundred fanning Deserled

| Course. | Distance. | Diff. of Lat. | Departure. | Lat by D. R. | Lat. by Ob. | Variation. | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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Journal from

towards Winnipeg

| H  | K | F | COURSES. | WINDS. | LEEWAY. | REMARKS.                                                                                                                                                                                                                                 | May 10 <sup>th</sup> day of | 1882 |
|----|---|---|----------|--------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|------|
| 1  |   |   |          |        |         | Pleasant Weather Vessel Lying in the mud Ready for Sea                                                                                                                                                                                   |                             |      |
| 2  |   |   |          |        |         |                                                                                                                                                                                                                                          |                             |      |
| 3  |   |   |          |        |         |                                                                                                                                                                                                                                          |                             |      |
| 4  |   |   |          |        |         | May 11 <sup>th</sup>                                                                                                                                                                                                                     |                             |      |
| 5  |   |   |          |        |         | Fine Weather Vessel Lying in the mud Ready to tow out at High Water but                                                                                                                                                                  |                             |      |
| 6  |   |   |          |        |         | on board two men shipped here                                                                                                                                                                                                            |                             |      |
| 7  |   |   |          |        |         | May 12 <sup>th</sup>                                                                                                                                                                                                                     |                             |      |
| 8  |   |   |          |        |         | Fine Weather took a Pilot on board at 9 o'clock am towed up Starboard anchor but having only 7 feet water at 1 P.M. Pilot ordered Starboard anchor Let go                                                                                |                             |      |
| 9  |   |   |          |        |         | Again and went on shore at midnight. Tide rose and the Brig swung to her                                                                                                                                                                 |                             |      |
| 10 |   |   |          |        |         | Anchors the Wind blowing fresh from S. S. By compass Pilot when leaving the vessel stated through an interpreter that the vessel was in a bad position should it come on to blow hard as there was Rocks under the mud in this vicinity. |                             |      |
| 11 |   |   |          |        |         |                                                                                                                                                                                                                                          |                             |      |
| 12 |   |   |          |        |         |                                                                                                                                                                                                                                          |                             |      |

| Course. | Distance. | Diff. of Lat. | Departure. | Lat. by D. R. | Lat. by Ob. | Variation. | Diff. of Lon. | Lon. in. | Lon. by Ob. |
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| H  | K | F | COURSES. | WINDS. | LEEWAY. | REMARKS.                                              | 13 <sup>th</sup> day of May | 1880 |
|----|---|---|----------|--------|---------|-------------------------------------------------------|-----------------------------|------|
| 1  |   |   |          |        |         | At 1 o'clock A.M. the Wind and Sea                    |                             |      |
| 2  |   |   |          |        |         | increasing the Brig Lying in her bed                  |                             |      |
| 3  |   |   |          |        |         | she has made just water enough to allow               |                             |      |
| 4  |   |   |          |        |         | a slight rise and fall 3 A.M. Wind and                |                             |      |
| 5  |   |   |          |        |         | Sea increasing the Brig commenced                     |                             |      |
| 6  |   |   |          |        |         | rounding on Port Bow Hardly in Strain                 |                             |      |
| 7  |   |   |          |        |         | on E. the chain at 3.30 A.M. Sea rising               |                             |      |
| 8  |   |   |          |        |         | the vessel Heaving with the rise and fall             |                             |      |
| 9  |   |   |          |        |         | of every <del>the</del> Sea & the Port Anchor with 70 |                             |      |
| 10 |   |   |          |        |         | fathoms chain trailing out toward the                 |                             |      |
| 11 |   |   |          |        |         | Starboard Beam the Starboard anchor                   |                             |      |
| 12 |   |   |          |        |         | trailing ahead 15 fms chain at daylight               |                             |      |
| 1  |   |   |          |        |         | Made signals of Distress at 9 A.M.                    |                             |      |
| 2  |   |   |          |        |         | two ships came to us at 10 got hooked                 |                             |      |
| 3  |   |   |          |        |         | on to us and commenced to tow at                      |                             |      |
| 4  |   |   |          |        |         | same time lost Rudder and Pieces of                   |                             |      |
| 5  |   |   |          |        |         | Yale Keel and Sheathing came to the Surface           |                             |      |
| 6  |   |   |          |        |         | hove up Starboard anchor and hove in to 30            |                             |      |
| 7  |   |   |          |        |         | fms on Port anchor had to slip the anchor it          |                             |      |
| 8  |   |   |          |        |         | being under another vessel got up and                 |                             |      |
| 9  |   |   |          |        |         | bent another anchor at 11.45 took the sailing         |                             |      |
| 10 |   |   |          |        |         | at 11.30 came to anchor again with both               |                             |      |
| 11 |   |   |          |        |         | anchors 30 fms on one 20 on the other Wind            |                             |      |
| 12 |   |   |          |        |         | blowing a gale                                        |                             |      |

| Course. | Distance. | Diff. of Lat. | Departure. | Lat. by D. R. | Lat. by Ob. | Variation. | Diff. of Lon | Lon. in. | Lon by Ob. |
|---------|-----------|---------------|------------|---------------|-------------|------------|--------------|----------|------------|
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