Ship Martha's Log Book On the Passage

Remarks On Wednesday 31st Jan 1838

Obs lat 34.17 Moderate and fair the Wind veered at 2 P.M. to the NNW at 4 P.M. to the NW at 7 P.M. to the SSW Hauled on Tack and Sail past strong gales from the NW by the wind to the SW at 8 P.M. Hauled up Foresail and Main sail reefed topsails and a Boat in tow with the Ship at 8 P.M. veered for Long Tow Pull Mainsail & gybe to Windward strong gale and rough sea

Thursday 1st Feb 1838

Commences with strong gales from the NW at 6 A.M. at 2 P.M. tacked to the North at 5.30 P.M. strong Obs lat 36.40 topsails double reefed at 6 P.M. Hauled up Main sail at 8 P.M. Wind veered round to the SW Long 22.17 gale at 8 P.M. Hauled up Main sail to the gale and fine W.N.W. Hauled to the West, on Long Steady Cement Pillery to the SSW Double Reefed Topsail

Friday 2d Feb 1838

Fresh breezes from the NW by the wind to the West at 2 P.M. Lowered Obs lat 37.51 Long 21.50 E a strong Cement Pillery to the Bottom at 4.30 Double reefed Foresail at 4 P.M. Parlee Foresail & Close reefed Main topsail Middle & latter part very heavy gale blew the West NW at 8 P.M. Hauled North East and with heavy gale

Saturday 3d Feb

Heavy gale from the NW by W to head to the Obs lat 37.04 N.E. on a rough Sea at 7 A.M. had a very heavy Long 20.58 squall Hauled up Main sail at 2 A.M. Double reefed topsails latter part rather more Moderate at 8 A.M. Main sail turned up out the top with strong winds from the West and squally with heavy rain Cement pillery to the S.W.

Sunday 4th Feb

Strong winds from the W.N.W. by the wind to the N.E. at 4 P.M. veered to the N.W. at 8 P.M. Obs lat 35.31 S. Topsail, Middle part strong winds & Cloudy Long 20.02 latter part more moderate at 12 P.M. Hauled up Main sail & fly gibs at 10 do passed a Brig Steering to the S.W. Double reefed Topsail & Close reefed Main sail from N.W. by the wind to the North

Monday 5th Feb

Moderate breeze from the West by the wind to the North at 3 P.M. the land off the Bow at 4.00 spoke Brig Rouland Lat 36.06 Long 19.38 E from Manilla for London at 12 Meridian Steady off Shore Middle and latter part light airs from the W.S.W. at 10 P.M. the Quarter Coin Bore N.E. by Compass Dist 8 or 9 Leagues taken off a Ship & Brig in sight working to windward

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From the Southern Ocean to London Charles Fishburn Master 1838

Remarks On Tuesday 9th Jan

This 24 hours Comes with strong winds from the W.N.W. by the wind to the S.W. Lower Royal yard & main sail to the appearance of Coming on a Blow from the West at 8 do Double reefed topsail at Day light run off for the Cape of Good Hope at 9 P.M. made the Cape Obs lat 34.46 upon a Chain Shackle the Cape of Africa Long 18.34 E was down near the land so ends with strong winds from the South

Wednesday 10th Jan

Strong gales from the South at 1 P.M. we saw land near the entrance of the Bay of the wind Blowing out very heavy Weight we could not work in to anchor so we reef topsails for St Helena Obs lat 32.13 at 4 P.M. the table Mountain bore S.E. true course Long 14.53 dist 7 Leagues by Attwater steering N.N.W. at 5 P.M. Double reefed topsails, Middle part the same latter part rather more moderate turned out reefs set top gallant sails & split the sails under it and bent another to ends with fine breeze from the South steering N.N.W. about the Middle of the Watch down with Yards

Thursday 11th Jan 1838

Commences with strong winds from the South Obs lat 30.22 Long 12.08 E Running N.N.W. at 8 P.M. set topsails & lower steering sail a very heavy sea steering N.N.W. Middle and latter part fine breeze from South at 10 A.M. got up Royal yards set the sails so ends with fine breeze and pleasant steering N.N.W. by Compass

Friday 12th Jan 1838

These 24 hours Comes with fine breeze from the S.S.E. & passing Clouds at sail set to the West advantage steering N.N.W. Middle and latter Obs lat 29.29 Long 9.59 E part moderate at 8 P.M. sail to royals steering sail in proper fitting rigger &c

Saturday 13th Jan 1838

Moderate breeze from the South & Cloudy all Obs lat 25.45 sail set steering N.N.W. Middle & latter part Long 7.45 E the same in proper fitting & Lifting up for Wet Hole &c so ends with all sail set to the Wind advantage steering N.N.W.

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