

Ship Mary & Susan towards the Japan Sea

Monday
January 29th
1849.
Variation 6. E. These 24 hours commenced with strong trades and passing clouds laying off and on the tower the sea and shore trading at 6 P.M. the land came along side with 300 lbs of yams kept off for 4 p.m. Midship hours strong trades lay off and on latter hours strong trades and some for unsettled squalls of rain laying off and on tomorrow

Tuesday
January 30th
1849.
Variation 6. E. These 24 hours commenced with strong trades and passing clouds at 1 P.M. and away for the Japan Sea set the main topgallant sail stowed the anchors and cut the chains between. Midship hours strong trades made all topgallant sails. Latter hours light squalls employed repairing boats.

Wednesday
January 31st
1849.
Variation 5. E. Lat 16.18 North Long 141.58 East These 24 hours commenced with strong trades and passing clouds steering N.W. parted the gables to the 1st beam port and a preventive guy and stow the boats over board. Midship hours strong gales hauled fore and main topgallant sails. Latter hours strong trades rough and squally hauled topgallant sails.

Thursday
February 1st
1849.
Variation 4. E. Lat 17.31 North Long 143.00 East These 24 hours commenced with strong trades and squally steering N.W. by compass very rough shipping quantities of water saw black fish rough and on lower Midship hours more moderate made topgallant sails. Latter hours pleasant set the topmast stowing sail.

Friday
February 2nd
1849.
Variation 4. E. Lat 19.10 North Long 138.17 East These 24 hours commenced with strong trades and passing clouds steering N.W. employed on various jobs of ship's duty at 5 P.M. it came over the clouds the wind hauled on fore N.W. in topmast stowing sail and hauled sheets by the wind. Midship hours hauled topgallant sails squally the wind hauled out from North. Latter hours strong gales rough and squally double reef the topsails heading N.W.

Saturday
February 3rd
1849.
Variation 3. E. Lat 20.05 North Long 136.45 East These 24 hours commenced with strong gales from the Northward and squally heading N.W. by the wind employed on rigging. Midship hours strong gales squally and rough. Latter hours the wind inclining Easterly.

Sunday
February 4th
1849.
Variation 3. E. Lat 20.56 North Long 134.43 East These 24 hours commenced with strong gales from the N.W. and variable steering N.W. by W. employed on various jobs of ship's duty. Midship hours more moderate made all sails the wind hauling Easterly. Latter hours pleasant.

Monday
February 5th
1849.
Variation 2. E. Lat 22.13 North Long 132.38 East These 24 hours commenced with clear pleasant weather. The wind hauled back to the Northward heading by the wind N.W. with all requisite sails set. Midship hours light winds and pleasant. Latter hours the same employed repairing new sails at the rate.

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Tuesday
February 6th
1849.
Variation 2. E. Lat 23.12 North Long 129.27 East These 24 hours commenced with fine pleasant weather the wind from N.W. heading by the wind N.W. by W. employed repairing sails bent and old mainsails and main topgallant sails and set the main topgallant sail the wind variable and light rain. Midship hours strong winds and a troublesome old sea. Latter hours more moderate bent and old fore topsail and repaired the other set the main topgallant sail.

Wednesday
February 7th
1849.
Variation 2. E. Lat 24.04 North Long 127.56 East These 24 hours commenced with moderate pleasant weather the wind N.W. heading by the wind to the N.W. the fore topgallant sail employed repairing sails at 5 P.M. it came in squally. Midship hours light winds and passing clouds. Latter hours the same employed setting up rigging.

Thursday
February 8th
1849.
Variation 1. E. Lat 25.03 North Long 126.43 East These 24 hours commenced with light winds and pleasant weather the wind variable from N.W. to N.W. heading N.W. by the wind repaired the main topgallant sail. Bent it. Midship hours light winds and passing clouds. Latter hours light winds and pleasant the wind from N.W. to S.E. steering N.W. employed on ship's duty saw and set action.

Friday
February 9th
1849.
Variation 1. E. Lat 26.15 North Long 126.15 East These 24 hours commenced with light winds from the Eastward steering N.W. employed on ship's duty at 2 P.M. made the western view of the islands bearing from North to N.W. 30 miles distant set the topmast stowing sail. Midship hours strong winds hauled topgallant sails and flying jib hauled by the wind at 2 P.M. at 4 P.M. and saw a plenty of thimblebacks spoke the side of the ship. Latter hours strong winds and passing clouds saw a ship on shore on Honiung Island with her colors flying in distress came in squally and thick rain could not get near her the wind hauled out from N.W.

Saturday
February 10th
1849.
Variation 1. E. Lat 26.15 North Long 126.15 East These 24 hours commenced with strong winds from the N.W. heading to the N.W. at 3 P.M. hauled to the S.E. the wind hauled out from the westward in a squally and the topsails and stood to the S.W. at 6 P.M. and to N.W. the wind ahead unable to remove the ship and had any assistance rough and blowing strong ahead working the ship up. Midship hours strong winds and cloudy weather for the ship. Latter hours more moderate hauled the ship found it to be the Elizabeth & Henry of London bound to Chino. Latter hours light winds laying off and on by the night.

Sunday
February 11th
1849.
Variation 1. E. Lat 27.06 North Long 125.06 East These 24 hours commenced with light winds from the Northward and passing clouds at 1 P.M. made all sails for the Greater Lee. Latter hours with Capt. Blackie in company with the side at 7 P.M. spoke Midship hours light winds and pleasant steering off and on the Port saw several reefs the wind variable. Latter hours light winds variable and pleasant saw plenty of thimblebacks spoke the side.

Laying off and on the water.