

Tuesday Feb. 3rd. First part moderate Winds from E. and fair Middle and latter part light Winds and Calms at 6 Am. made Simpsons Island bearing W. 11 mi S. at 8 am the S. bore S. W. by S. 12 or 15 mi. S. Glenderville Island bearing W. S. W. in sight from Masthead

Lat. by obs. $0^{\circ} 01' S$. Long. by Chrs. $174^{\circ} 05' E$.

Wednesday Feb. 4th. First Steering S. S. W. Winds from S. S. E. Middle part on Diff. tacks by the wind, at 7 Am. lowered for Blackfish, without success returned on board at 8 So. latter part light variable winds and Rainy S. obs.

Lat. by obs. $0^{\circ} 30' S$. Long. by Chrs. $173^{\circ} 33' E$. bad obs.

Thursday Feb. 5th. first part light airs and Calms, Middle and latter part light winds from S. to S. W. Steering on Diff. Courses to the Eastward. Strong Current. Setting S. W.

Lat. by obs. $0^{\circ} 19' S$. Long. by Chrs. $173^{\circ} 56' E$.

Friday Feb. 6th. fresh breezes from S. to S. E. the most of the time Steering on Different Courses to the Eastward at 6 Am. Lydinghams Island in sight bearing E.

The Cook lying sick and what we consider at the Point of death, here I find a strong Current setting South Westward at Noon Lat. by obs. $1^{\circ} 00' S$. Long. by Chrs. $174^{\circ} 20' E$. employed in Sail mending

Saturday Feb. 7th. fresh breezes from S. E. to S. Steering on Diff. Courses at 10 Am. spoke the Ship Enterprise of Hantucket 280 bbls. Sp. since leaving the Sandwich Islands

Lat. by obs. $0^{\circ} 27' S$. Long. by Chrs. $173^{\circ} 40' E$.

Sunday Feb. 8th. fresh breezes from S. S. E. Steering on Diff. tacks by the wind Pappallantrails in at 3 Am. Henry Green Cook died of Pustula, and stopage of Water, had suffered very much the last 4 or 5 Days, supposed mortification took place, smelt very bad, at 9 So. committed his body to the mighty Deep Lat. by obs. 23 miles S. E. Long. by Chrs. $173^{\circ} 10' E$.

Monday Feb. 9th. fresh breezes from E. Steering on Diff. Courses, under short Sail through the Night at 9 Am. saw Blackfish Lat. by obs. $0^{\circ} 48' S$. Long. by Chrs. $172^{\circ} 26' E$.

Tuesday Feb. 10th. fresh breezes from S. E. to S. E. Steering on Diff. Courses to the westward through the Day, under easy Sail through the Night, rained through the Night

Lat. by obs. $0^{\circ} 32' S$. - Long. by Chrs. $171^{\circ} 22' E$.

Wednesday Feb. 11th. moderate Winds from E. to S. Steering on Diff. Courses to the Westward under short Sail through the Night at Noon Lat. by obs. $0^{\circ} 49' S$. the Middle of Ocean Island bearing S. by W. $\frac{1}{2}$ W. 2 or 3 mi. S. E. Long. of the S.

about right, agrees with Chrs.

Thursday Feb. 12th. At 1 P.M. while lying with the heels yards Aback Ocean Island bearing S. E. 2 mi. S. spoke Ship Emily Morgan 28 mo. out 650 bbls. Sp. at 2 So. the natives commenced coming on board with their Canoes with a few green Cocoanuts and pumpkins to trade for tobacco at 3 So. sent them out of the Ship and Steered to the S. W. latter part strong Winds from S. S. E. at 7 Am. split the jib and bent another. Lat. by obs. $0^{\circ} 15' S$. Long. by Chrs. $168^{\circ} 15' E$.

employed in Sail mending

Friday Feb. 13th. First part strong Winds from S. S. E. Steering to the S. W. by the wind under Double Reefed Topsails latter part light Winds and overcast Steering on Diff. tacks employed in Sail mending S. obs.

Lat. by obs. account $1^{\circ} 00' S$. Long. $167^{\circ} 30' E$.

Saturday Feb. 14th. first part light airs from the S. Middle and latter part dead calm employed in Sail mending

Lat. by obs. $0^{\circ} 52' S$. Long. by Chrs. $167^{\circ} 24' E$.

Sunday Feb. 15th. light Winds and Calms

Lat. by obs. $1^{\circ} 06' S$. Long. by Chrs. $167^{\circ} 09' E$.

Monday Feb. 16th. light Winds from S. E. to S. S. E. and equally with light showers of Rain Steering on Different courses to the Northward lowered the Boats once for Whales which proved to be Finbacks, and lowered once for Blackfish

Lat. by obs. $2^{\circ} 09' S$. Long. by Chrs. $166^{\circ} 40' E$.

Kanahka John better on Duty again

Tuesday Feb. 17th. Strong trades from S. E. to S. S. E. and equally Steering S. by W. Lat. by obs. $4^{\circ} 45' S$. Long. by Chrs. $166^{\circ} 22' E$.