

Thursday
the 14th
1866

Letter part the same the
watch employed on ship duty
and these 24 hours in Lett 16-38
Lett 147-51

Thursday
the 14th
1866

This day commenced with steering
wind from the N.E. steering 40. & 41
with all sail out the watch employed
in ship duty. No other part the same
latter part the same by stars from
the two boats required these 24
hours in Lett 1838 Lett 147-51

Thursday
the 14th
1866

This day commenced with steering
wind from the N.E. steering
40. & 41 with all sail out the
watch employed in ship duty. No other
part the same latter part the same
by stars from the two boats required
these 24 hours in Lett 1838
Lett 147-51

Friday
the 15th
1866

This day commenced with steering
wind from the N.E. steering
40. & 41 with all sail out at Lett
16-38. Took in the 1st sail and
scabbled out the 2nd sail the weather
squally cold. Part of the main
top gasket sail over a single reefed.
The sail latter part saw the large
Messel at noon. At 4 o'clock of the
the ship at 11 o'clock saw whaler
Culler, and the top sail at 12 o'clock
at 1 o'clock saw one small sail
so ends these 24. 6 miles from
the shiping

Thursday
the 14th
1866

This day commenced with light baffling
wind the watch employed on working
the ship up to the port at noon
the 1st 16 miles of at 8 o'clock at 1 o'clock
the watch prevented at shore
so ends these 24 hours

Barid to Arlio
Thursday
the 14th
April the 10 1881

This day commenced with light winds
from the N.E. steering 40. with all
sail out the line in sight on the
starboard beam. The part the same
paint the starboard and line but latter
part

May the 10th 1881
May the 10th On the view of our land
18 51
10 52

Saturday
the 11th

This day commenced with light
winds from the N.E. steering on the
wind with all sail out on sail in sight
the line part the same steering on the wind
to the N.E. latter part the same in sight
of the line beam one ship in sight so ends
these 24 hours in the Lett 1838 Lett 147-51