

Remarks on board Bark *Awashonks*

Sunday September 16th 1860

up the Starboard main top-mast backstays at 4 PM caught
caught two Dolphins they being the first Dolphins that I
ever saw caught since I have been going to sea. at 6 PM took
in the light sails. at 8 PM set the light sails. middle and
latter part light air ship heading to the North & East
wind from the Southward & Eastward. today the Officers
commenced to stand-mast-head. so ends. Lat 35 24 N
Long 71 W

Monday September 17th 1860

these twenty four hours commenced with a light air
from the Southward and Eastward Breeze on the Starboard
Tack. at 4 PM hauled the main yard and lowered all
four boats to practice. the hauled as well as could be
expected the most part of them being green hands.
employed the latter part in ship duty. middle and latter
part much like the first. so ends. Lat 35 24 N
Long 71 W

Tuesday September 18th 1860

these twenty four hours commenced with a calm
the Starboard watch employed in setting up the main
top-mast & top-gallant rigging. during the day caught
a number number of Dolphins & hawl fish.
at 5 PM. clude down the light sails and lowered the
boats and practiced the men in the art of pulling
at 9 PM. hauled the light sails. middle part light air. latter
part moderate breeze all sail set. steering S by E. wind
I employed the latter part working in the rigging. secured
one sail in sight. one point of the. Lat 36 42 N
Long 70 44 W

Wednesday September 19th 1860

these twenty four hours commenced with a moderate
breeze all sail set steering S by E. wind about South
at 3 PM. passed a "B" Brig under short sail
steering the course. employed the fore part of this day
in setting up the Fore & Fore top-gallant rigging. at 4 PM
the Carpenter put some battens on the yards

From New Bedford to Cape Cod Islands

Wednesday September 19th 1860

middle and latter part fresh breeze. at 4 PM checked
in the weather braces. wind about S.W. employed the
latter part braking out the run and stowing some
of the boxes in the sailpen. at 10 AM. heavy squall took
in Mainsail S. I. S. sail & Flying jib.

Thursday September 20th 1860

these twenty four hours commenced with a fresh
breeze from the North & Westward. steering S by E. with
Main top-gallant sail set. at 1 PM. broke out Flour & Molasses
at 6 PM saw a Black Fish. middle part strong with squalls. at
10 PM took in Main royal & fore top-gallant. at 10 PM took in M
top-gallant sail and double reefed the fore top sail. at 2 AM
set the M-sail & jib. at 6 turned out reef out of the fore
top sail & set the M. I. S. sail & Flying jib. one sail in
sight. at 8 AM set the S. I. S. sail, employed in ship
duty. steering middle & latter part S by E. wind
about N.E. so ends these twenty four hours Lat 35 52 N
Long 45 25 W

Friday September 21st 1860

these twenty four hours commenced with a fresh breeze
I & M main top-gallant sail set steering S by E. wind about
N.E. middle part strong breeze. took in the light sails
at daylight moderate breeze made all sail latter
part calm. employed in ship duty at 7 AM broke
out water from between decks so ends. Lat 35 52 N
Long 45 25 W

Saturday September 22nd 1860

this day commenced with a calm at 1 PM raised
Blackfish. lowered all four boats in chase of them
chased until 5 PM and then gave them an alarm
on board. at 2 PM the Bark chide up the top-gallant
and clude down the top sails. at 5 made sail forward
at 6 made sail on the main middle part moderate breeze
at about 10 PM lowered the three lower boats after
I peron Whaler. the S.B. struck
but drew after being hit. about three hours