53

Wh
A964 Bowman, George L.
1860j Journal. Sept. 6, 1860-April 4, 1862.
114p. illus. 34cm.

On the bark AWASHONKS of New Bedford.
John Marble, Master.
Hiram J. Cleveland, replacement master.
Whaling ground: South Atlantic; Indian Ocean.
Contains whale stamps.
At end: accounts; list of whales sighted.
Sherman 63. Starbuck p.574.

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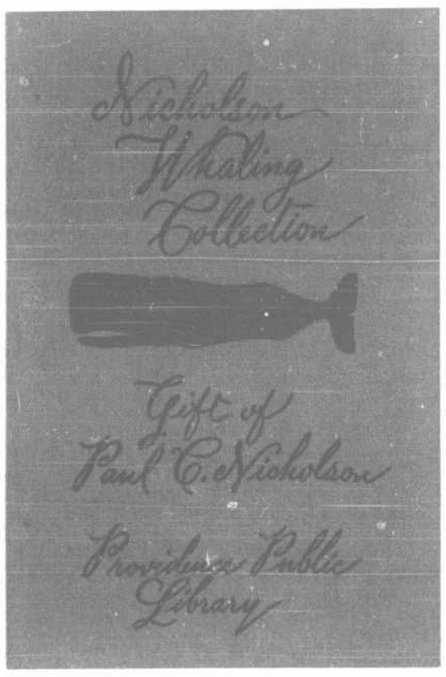

Wh
A964
1860j

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2.50

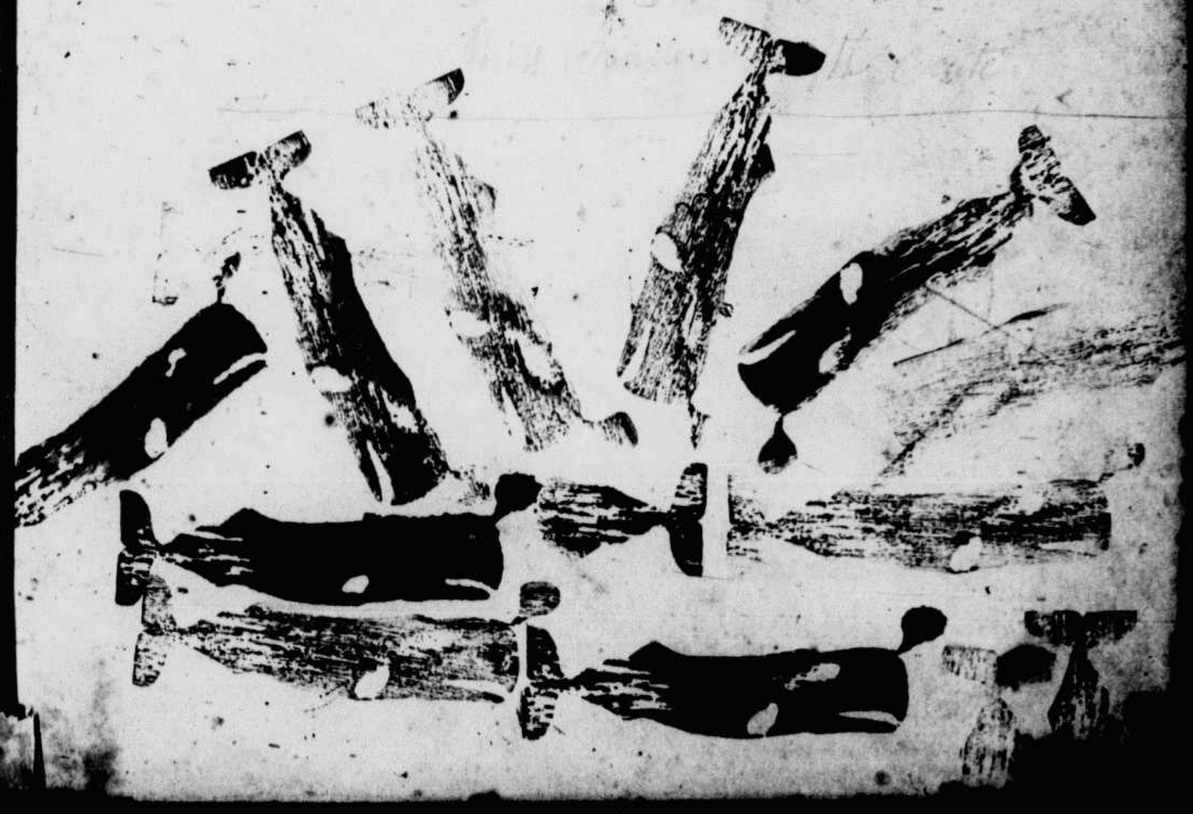
Bark Oscar of Wareham

Capt Sanders

Benjamin Jr Age. North Falmouth

Massachusetts

Cape Cod



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George L Bowman

West Falmouth Massachusetts

Bark

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George L. Bowman

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Ships Journal. Bark Awashonk's. Port of New Bedford

Thursday 6th September 6th 1860

at 9 AM. came on board the Bark. about 9.30 AM got underway. in company with the Ships Polar Star and Abilton and Bark Gurnet. wind about W S W heating out of the Bay all sail set. so ends this day

Friday September 7th 1860

Latter five day spoke from commenced with a fresh breeze. all sail set heating out of the Bay. the Bark in charge of the Pilot. at 2 PM. commenced to wash the anchors about 3 I think. the Pilot left us steering the Bark by the wind. at 4 PM headed S S E. wind S W. all sail set. some of the men commenced to grow seasick about this time. at 6 P.M. picked the boats crew. Morning the Starboard and Bow boats crew in the Starboard watch. and the Starboard & Waist boats crew in the Starboard Watch. middle part moderate latter part light. all hands on deck to day fitting the boats and getting them ready. so ends. Lat 34 54 N Long 69 34 W

Saturday September 8. 1860

this day commenced with a light breeze all sail set steering S S E. employed in getting the boats ready for Whaling. at 5 PM. saw a School of Blackfish. at 5.30 PM passed by a spar. standing nearly perpendicular in the water. about 6 feet above the surface of the water. probably the head of a vessels mast there being something under water which resembled a vessels hull. at 8 PM wind quite clear took in fore & aft sail & Main royal. at 12 M. moderate. hoisted the F. T. G. sail & Main royal. employed to day in getting the boats ready. all hands on deck through the day. three sails in sight. weather continues beautifull. latter part moderate. Lat 32 06 N Long 67 21 W

Sunday September 9th. 1860

these twenty four hours commenced with a moderate breeze all sail set steering S E by E two sail in sight one of them being the Ship Milton of N. Bedford. at 4 PM cleared up decks and washed of

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Remarks on board Bk Awashonks

Sunday September 9. 1860

at 8 AM. squared in about two points. wind SW by S at 7 PM close down the M. royal. and the boatsteers commence to stand masthead on the main. middle and latter part much like the fore part. Lat 38 09 N
Long 64 19 W

Monday September 10th.

these twenty four hours commenced with a moderate breeze all sail set steering S E by S 1/2 E two sails in sight. at 4 PM caught a Albercore. at 10 AM. sent the cutting pennants aloft all hands on deck employed in Ship work latter part fresh breeze all sail set wind about N. so ends these twenty four hours Lat N
no observation to day Long W

Tuesday September 11th 1860

these twenty four hours commenced with a fresh breeze from the N & E eastward all sail set steering S E 1/2 E two sails in sight employed in Ship duty at 5 PM took in Mis T M Staysail G. topsail flying jib & F. T. G. sail at 6 PM took in M T G sail and double reefed the topsails. at 8 AM. more moderate. at 9 made sail. employed in Ship duty. latter part light, so ends
Lat 35 55 North
Long 58 58 West

Wednesday September 12 th

these twenty four hours commenced with a light breeze all sail set Steering S E by E wind from the N & E two sail in sight. steering the same as us. employed in ship duty. middle part wind very unsteady coming from every point of the compass. took in all of the light sails at 4 AM raining. at 6 AM made all sail. at 8 a boat came along side from the Bark Java Capt Finney at 11 fresh breeze at 12 took in the light sails employed the latter part setting up the Fore rigging. so ends
Lat
Long N W

Thursday September 13 th 1860

these twenty four hours commenced with a fresh breeze Bark under ~~double reefed~~ topsails. at 2 PM finished

Captain Marble. from New Bedford for Cape Verd

Thursday September 13. th 1860

setting up the Main lanyards backstays. at 3 PM close down the topsails and put in a single reef in them, two sails in sight. at 4 furled the Mainsail steering S E 1/2 E. middle part breze unsteady. wind about S by W. at 5 AM. set the Mainsail all hands on deck employed in Ship duty and making boatsails. latter part strong breze so ends Lat 31 10 N
Long 55 24 W

Friday September 14 th 1860

this day commenced with a strong breze ship under single reefed topsails and courses. at 2 PM. turned the reefs out of the Main topsail and set the M S G sail one sail in sight employed in Ship duty. at 6 PM close up the M S G sail. at 8 AM single reefed the Main topsail. middle part squally. at 7 turned the reefs out of the M. topsail at 10 set the M S G sail. the latter part of these twenty four hours the watch went below it being the first week day that we have had a watch below since we left New Bedford latter part rainy. no observation to day.

Saturday September 15 th 1860

these twenty four hours commenced with a moderate breze and steady rain employed the fore part washing of the rail and bulwarks. at 3 took in F. jibb & M S G sail. at 6 PM double reefed the topsails and handed the mainsail. at 6 AM. set the Mainsail and single reefed topsails. middle and latter part much like the first. at 11 AM. lashed a spare spare spar on to the foremast. so ends this day Lat 31 08 N
Long 53 00 W

Sunday September 16 th 1860

these twenty four hours commenced with a moderate breze and frequent squalls of rain Bark under single reefed topsails. at 1 PM singled the reefs out of the M gib topsail and set the M S G sail and flying jib the Carpenter employed in making a lee board the Starboard wt watch employed setting up the

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Remarks on board Bark Awashonks

Sunday September 16th 1860

up the Starboard main top. mas 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 AM set the light sails. midle and latter part light air ship heading to the Norrod & Eastward wind from the Southard & Eastward. to day the Officers commenced to stand mast heads. so ends. Lat at 35 24 N
Long 71

Monday September 17th 1860

these twenty four hours commenced with a light air from the Southard and Eastward Bark on the Starboard tack. at 4 PM backed the main yard and lowered all four boats to practice. the hands as well as could be expected the most part of them being green hands. employed the latter part in Ship duty. midle and latter part much like the first. so ends Lat N
Long W

Tuesday September 18th 1860

these twenty four hours commenced with a calm the Starboard watch employed in setting up the main rigging & fogalantrigging. during the day caught a number number of Dolphines & Sawl fish at 5 PM. clude down the light sails and lowered the boats and practised the men in the art of pulling at 9 PM. hoisted the light sails. midle part light air. latter part moderate breze all sail set. steering E S E. wind S. employed the latter part working in the rigging. saw no one Sail in sight. one point of the. Lat at 36 42 N
lee bow Long 70 44 W

Wednesday September 19th 1860

these twenty four hours commenced with a moderate breeze all sail set steering E S E. wind about South at 8 AM. chased a "H Brig under short sail steering the course. employed the fore part of this day in setting up the Fore & Fore fogalant rigging. at 4 PM the Carpenter put some battens on the yards

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From New Bedford to Cape Verd Islands

Wednesday September 19th 1860

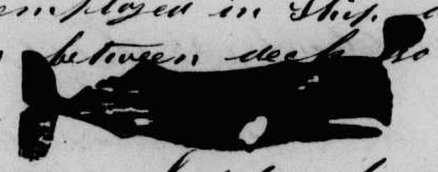
midle and latter part fresh breze. at 8 PM wheeled in the wether braces. wind about S W employed the latter part braking out the run and stowing some of the bores in the Gaitsen. at 10 AM. heavy squall took in Mainsail F. S. G. sail & Flying jib.

Thursday September 20th 1860

these twenty four hours commenced with a fresh breeze from the Norrod & Westward. steering E S E. with Main togalantsail set. at 1 PM broke out Jibow & Molasses at 6 PM saw a Black Fish. middl part strong with squalls. at 4 woke in Main royal & fore togalantsail. at 10 PM woke in M togalantsail and double reefed the fore topsail. at 2 AM set the M sail & jib. at 6 turned one reef out of the fore topsail & set the M F G. sail & Flying jib. one sail in sight at 8 AM set the F. M. G. sail, employed in ship duty. steering midle & latter part S E by E. wind about N. E. so ends these twenty four hours Lat 35 52 N
Long 45 25 W

Friday September 21st 1860

this twenty four hours commenced with a fresh breze S W Main togalantsail set steering S E by E. wind about N E. midle part strong breze. woke in the light sails at 1 light moderate breze made all sail latter part calm. employed in Ship duty at 7 AM broke out water from between decks so ends Lat N
Long 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 1 until 5 PM and then gave them and came on board. at 7 PM the Bark stood up the togalantsail and clude down the topsails. at 8 made sail forward at 6 square sail on the main mast part moderate breze at about 10 PM lowered the three larboard boats after Sperm Whales 60 the L. B. stood for him. about three hour
her crew after being

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Remarks on board Bark Awashonks of N.B.

Saturday September 22nd 1860

the Whale showing no chance for another boat to strike nor no chance to get up to kill him. the Whale was called a bout a 50 or 60 barrel Whale. latter part strong breeze all sail set working the Bark to the windard. Lat 38° 25' N
Long 42° 38' W.

Sunday September 23rd 1860

these twenty four hours commenced with a fresh breeze all sail set steering by the wind. wind about SE employed in Ship duty. at 6 AM took in the light sails and single reefed the topsail. midle part strong breeze. beating the Ship to the windard. tacking ship every four hours. nothing worthy of notice through the remainder of this day Lat
Long W

Monday September 24th 1860

these twenty four hours commenced with a fresh breeze Bark under single reefed topsails. at 1 PM. set topgalantsails over single reefed topsails and flying jib. (According to all accounts the latter part of this sea day will be the commencement of My twenty fifth Birth day.) at 6 PM took in the light sails. wind SSE. midle part moderate latter part light at 6 AM made all sail. wind about SE Bark heading about E by S 2 or 3 N two sails in sight. so ends

Lat 37° 40' N
Long 40° 25' W

Tuesday September 25th 1860

these twenty four hours commenced with a light breeze all sail set steering by the wind Starboard tack aboard, wind SE. two sails in sight. employed in Ship duty. at 6 AM sent down the Fore Topsail and shortened the hoist of it about one foot. midle part much like the first part latter part calm. so ends these twenty four hours. Lat
Long W

Wednesday

Saturday September 26th 1860

these twenty four hours commenced with a calm employed in fixing the Fore Topsail. at 1 PM. sent up the Fore topsail at 4 PM the Second Mate (Mr Hamblin) made a ball of nippering stuff.

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Captain Marble. from New Bedford to Bd Island

Saturday September 26 1860

at 6 AM. sent down the Main topsail and cut off the head of it. at 11 sent it aloft again. and sent down the mainsail. one Sail in sight. midle and latter part much like the fore part. Lat
Long W

Wednesday

Wednesday September 27th 1860

commenced with a calm. employed in shortening the mainsail. at 4 PM. sent it aloft one sail in sight. (Note about one third of the crew is ailing some with one thing and some with another. and I make one of the number I have a sore on my left hand probably have caught cold cooled in the midle and latter part much like the fore part employed the latter part in breaking out the after hole and stowing the chain from between decks down in the Lower hole. Lat N
Long W

Friday

Thursday September 28th 1860

these twenty four hours commenced with a light air one sail in sight. employed the first part in breaking out the fore hole. at 6 AM. Six Sails in sight. midle and latter part much like the first part. employed in Ship duty. Lat 36° 7' N
Long 34° 15' W

Saturday

Friday September 29th 1860

these twenty four hours commenced with a calm. Six Sails in sight employed in ship duty. midle part light air latter part moderate breeze all sail set steering on the wind. heading NE by E wind SE by E at 11 30 AM. a boat came along side of us from the (French) Bark Neptune. after Paints. she being from Candia bound to Marsells. with a load of Hides. so ends this day

Lat 37° 29' N
Long 36° 39' W

Sunday September 30th 1860

this day commenced with a moderate breeze all

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Remarks on board Bark Awashonks

Sunday September 30th 1860

all sail set steering by the wind employed in Ships duty wind from the Southard. at 11AM lowered the three larboard boats after blackfish chased them about one hour and then came along side. Note. It is seven years to day since I sailed on my first voy

Lat
Long

N
W

Monday September October 1st 1860

this day commenced with a moderate breeze all sail set steering by the wind. ship heading to the SE E. wind from the Southard. Five Sails in sight from aloft- midle part squally. at 10AM broke in Fore topgalansail & gaff- topsail. at 6AM strong breze double reefed the topsail. at 8AM broke in the jib. at 11AM past a Schooner boiling. latter part strong breze. ~~ran~~ ship heading to the Eastward wind from the SE E.

Lat 38 20 N
Long 35 10 W

Tuesday October 2nd 1860

this day commenced with a strong breze Bark under double reefed topsails. five sails in sight. midle part much like the fore part. latter part more moderate employed the latter part braking out the after hole

Lat 38 30 N
Long 38 41 W

Wednesday Septe October 3rd 1860

this day commenced with a strong breze Bark under whole main topsail ~~and~~ reefed fore topsail at 3AM made sail. at 6AM broke in the light sails and reefed the topsails. midle and latter part fresh breze and frequent squalls, ship heading to the Eastward by compass wind about SSE. employed in shipduty. Lat 39 32 N
Long 32 32 W

Thursday October 4th 1860

these twenty four hours comenced with a fresh breze Bark under reefed topsails, at 2AM broke in the jib and Spanker, at 5 set them again midle part sqully. latter part more moderate at 6AM ~~unreef~~ the reefes out of the topsails

Captain Marble from New Bedford bound to Cape Verd

Thursday October 4th 1860

at 6.30AM gamed with the Bark Frobie Bird Capt Dennick 6 months out. 48 hours from the Western Islands. wind about SSE. Bark heading SW by compass. Lat N
Long W

Friday October 5th 1860

these twenty four hours commenced with a moderate breeze Bark under whole topsail at 2AM set Maintogalantsail and flying jib. wind about SE Bark heading SSW, by compass sail in sight employed in Ship duty. midle and latter part much like the fore part, midle part Bark headed S. latter part steering S by E. Lat 36 50 N
Long 32 50 W

Saturday October 6. 1860

these twenty four hours commenced with a moderate breeze all sail set steering S by E by compass employed in ship duty. at 4AM broke out fresh water. midle part moderate latter part light. Bark braced sharp up on the larboard tack wind about ESE. Lat N
Long W

Sunday October 7th 1860

this day commenced with a light breeze all sail set steering by the wind. wind from the SE E the crew employed most of the day in making mats. for chafing gear. Note we raised a sail at the commencement of this day of the lee bow and at 10AM she bore about two points abaft the lee beam, and so that makes one sail that we have beat fair play, midle part moderate. latter part part fresh breze all sail set heading the SW. the midle part latter part heading to the Eastward. at 10AM spied a large Ship on the weather- beach. so ends this day Lat 34 48 N
Long 31 12 W

Monday October 8th 1860

these twenty four hours commenced with a fresh breze all sail set. Bark close haul wind about ESE. at 2PM tacked Ship and stood to the SW. at 6PM tacked again and stood to the

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Remarks on board Bark Awashonks Capt Mar

Monday October 8th 1860

midle and latter part wind very unsteady, latter part steady rain. so ends this day Lat- N
Long W

Tuesday October 9th 1860

these twenty four hours commenced rather squally with rain the watch employed in scraping decks / scraping of the Pitch / . midle and latter part light air / Lat- N
at 11 PM lowerd after Blackfish / Long- Wes-

Wednesday October 10th 1860

these twenty four hours commenced with a light air, three boats down after Black Fish the Starboard & Waist boat both caught one. midle part moderate latter part fresh steering S by E at 7 AM broke out Bread and water. Lat- 31 40 S
Long 30 50 W

Thursday October 11th 1860

these twenty four hours commenced with a fresh breeze all sail set steering S 1/2 E, wind about E by S. at 10 PM one sail in sight from aloft, midle and latter part much like the first employed the latter part boiling Black Fish. Lat 29 15 S
Long 29 32 W

Friday October 12th 1860

these twenty four hours commenced with a fresh breeze all sail set steering by compass, wind E by S employed the first part boiling Black Fish. at 2 PM sent the Main top mast to, Main top gallant Mast aloft and sent it, at 4 PM set it, we are now surveying the old Bark right along, carrying the Royal nights when she will carry it, at 4

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From New Bedford to Cape Verd Island

October 1860

October Saturday 13th 1860

Commences with a fine breeze from E^st^ under all sail steering S by E employed in ships duety Mr. Bowman taken very sick and thickned with a fever so endeth this day

Lat
Long

Sunday 14th

Commences with a fine breeze from the E^st^ under all sail steering S by E. Bro^t^ not Lost sight of the same So endeth this day
Lat 24 18
Long 24 30

Monday 15th

Commences with a fine breeze from E^st^ under all sail steering S by E Mr. Bowman much better

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commenced with a light breez, all sail set steering to the S & W middle and latter part nearly calm employed in Ship duty. during the middle part had aback part of the time I have now got so as to be about although very weak. at daylight mad land St Anton one of the Cape De Verd Islands. Lat N
Long W

Friday October 19 1860

commenced with a calm at 6 PM moderate breez all sail set steering by the wind ship heading to the S & W wind from most all part of the compass through the night. at daylight backed and stood in shore Shore but could not find place we was at the night before latter part fresh breze. one Sail in sight Lat at 17 12 N
Long 25 38 W

Saturday October 20 1860

commences with a fresh breze at 4 PM took in the foretopgalansail, two sail in sight. commenced with 4 night watch to stand watch. midle and latter part moderate breze, Bark on the wind. heading to Eastward of South. wind from E NE to S E. during the night a very heavy dew fell. probaly caused by us being so near the land. Lat 15 38 N
Long 24 46 West

Sunday October 21 1860

this day commenced with a light breze, heading to the S & E, at 3 PM squared in the yards steering S S W, all sail set. at 6 PM took in S S E Sail and S E sail and handed the mainsail at 6.30 PM. kept to the wind with the head yards aback on the larboard tack at 8 PM wore Ship at 6 AM kept of before the wind and made sail, the weather being very thick and smoky at 10 kept to the wind. hoping run by the land and not seen it (the Island of Bravo) one sail in sight.
Lat 14 42 North
Long 24 35 West

Cape De Verd Islands

Monday October 22

these twenty four hours commenced with a moderate breez all sail set steering on the wind. air very thick and smoky. at about 3 PM raised Land (Bravo) on the wether beam at 4 PM nearly calm. midle and latter part light air. at 8 AM lowerd the Starboard boat and the Captain and his Wife went ashore. at 3 PM
Lat 14 48 N

Tuesday October 23rd 1860

commenced with a light air, Bark laying of and on the Island of Bravo, the Starboard boat ashore. at 3 PM stood close in to the Land but did not see our boat, but saw a shore boat pulling along the Land at 4 more Ship and stood of Shore. at 7,20 the boat came along side from the Island, midle and latter part much like the first employed the latter part hoarding on Becrutes and Flour. at 9.30 AM the Starboard boat went ashore, carrying some trade, the Captain & Wife ashore having been ashore all night. Lat 14 50 N

Wednesday October 24th 1860

these twenty four hours commenced with a light breze all sail set, at 2 PM lowerd the Waist & Bow boat after Blackfish but without success. one boat ashore, on the 23 sent two men ashore and gave them there discharge. on the account of Sickness one of them a boatsteerer by the name of Nic (P) of Fra and the other a Seaman by the name "Hopkins (American). at 6 PM the boat came from shore bringing the Capta and his Family, and Five P fore Seamen and one boatsteerer. at 8 PM. each Boatheader took one of the B to his boat employed the latter part hoarding on the After hole after Corn but did not find any

Lat
Long N
W

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Remarks on board Bark Awashonks

Thursday October 25th 1860

these twenty four hours commenced with a fresh breeze all sail set steering SbE, employed the fore part braking out the After hole after Corn but did not find it, midle and latter part much like the fore part employed the latter part braking out the after hole and coopering the Flour. and looking for Corn, no ends, Lat 11.26 N
Long 22.58 W

Friday October 26, 1860

these twenty four hours commenced with a fresh breeze all sail set steering SbE. wind EbyN employed braking out the After hole, looking for corn, midle and latter part moderate breeze, employed the latter part braking out the fore hole, and coopering the Bread & Flour. all hands on deck, one sail in sight Lat N
Long W

Saturday October 27th 1860

commenced with a moderate breze all sail set steering by the wind heading about S. wind ESE employed braking out the fore hole and coopering the Bread & Flour. all hands on deck. latter part employed braking out the Main hatch, this day has been exceeding warm. latter part calm two Sails in sight one a Brig (a Whaleman) at 5 AM lowered after Blackfish the Waist boat struck one but the iron drew, and allso shot one but he sunk.
Lat N
Long W

Sat Sunday October 28, 1860

commenced with a calm two Sails in sight, employed braking out the Main Hatch and coopering the Bread & Flour, at 4 AM lowered after blackfish but without success midle and latter part moderate breze steering to the S
Lat 4.29 N
Long 21.56 West

Monday October 29th 1860

commences with a moderate breeze all sail set steering SbE by compass, five Sails in sight, employed the

from Cape Verde to Fristan d'Acunha

Monday October 29th 1860

the latter part braking out between decks and coopering the cask of Bread & Sails. midle and latter part equally
Lat

Tuesday October 30th 1860

this day commenced with a moderate breeze and frequent squalls of wind and rain employed the fore part braking out between decks, five Sails in sight from aloft midle and latter part much like the fore part.
Lat
Long

Wednesday October 31st 1860

commenced with a light breze and frequent squalls all sail in sight set employed in this duty. no ends this day
6.25 N

Thursday Nov 1st

Commences with very light airs and squally looking to S.d under all sail squalls continue took Main Sail for a Steerage Sail and put the other for the midle and latter part much like the fore part, five Sails in sight
Lat 3.26 N
Long 21.24 W

Friday Nov 2nd 1860

commenced with light baplin air (all sail set steering to the Southard) with frequent squalls, two Sails in sight employed in this duty. midle and latter part much like the first. no ends this day Lat 11.24 N
Long 22.11 W

Saturday Nov 3rd 1860

this day commenced with a moderate breze all sail set steering to the Southard, at 8 AM saw a Dutch Brig steering to the Norrard midle and latter part much like the fore part
Lat 2.19
Long 23.56

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Remarks on board Bolyce A.D. Hamblin

Sunday November 4th 1860

commenced with light-breezes ship heading to the Southard and Westard, middle and latter part much the same. so ends this day.

Lat -
Long

Mon Monday 5th 1860

this day commenced with light-baffling wind with frequent squalls of rain, Bark heading to the Southard and Westard most of the time, middle and latter part much like the fore part

Lat 10.50 N
Long

Tuesday November 6. 1860

these twenty four hours commenced with a fresh breeze all Sail set steering on the wind. heading on the wind, wind from the southard and Eastward, Bark on the Larboard tack, three Sails in sight employed in Ship duty, the Officers commenced to day to stand masthead regularly, at 6 PM tacked ship and stood to the Eastward, middle and latter part much like the fore part Lat 9.49 N
Long 94 44 W

Wednesday November 7th 1860

commenced with a fresh breeze all sail set steering to the S & W. wind about S S E. employed in ship duty. middle and latter part much like the fore part Lat 6.0.30 S
Long 96.08 W

Thursday November 8th 1860

commenced with a fresh breeze all sail set steering by the wind. heading S W. wind S S E. one Sail in sight employed in Ship duty at 2 PM. sent fore & main Topsail, middle and latter part much like the fore, so ends

Lat 9.30
Long 97.26

Friday November 9th 1860

these twenty four hours commenced with a fresh breeze from the S & E. Bark heaving about S W, all sail set employed making Shamgarn

Ours Thanks Geo Bickford John Brooks Master

Friday November 9th 1860

at 10 AM. sent down the main top gallant yard and bent fore on some pieces it having been sprung and shortened the sail.

Lat - 4.55 S
Long 96.47 W

Saturday November 10th 1860

commenced with a fresh breeze from the S & E employed shortening the main top gallant sail. at 2 PM sent the top gallant sail. middle and latter part much like the fore part. employed the latter part setting and seizeing of the fore rigging to ends

Lat 7.40 S
Long 96.40 W

Sunday November 11th 1860

commenced with a strong breeze from S & E carrying M.S.G. sail. steering S. employed the fore part making our water. middle and latter part much the same

Lat 10 25 S
Long 98 26 W

Monday Nov 12th 1860

commenced with a strong breeze steering by the wind, wind about E.S.E. heading about S at 9 AM raised breaches called them Grampuses, at 11.30 AM Spoke the Dutch Bark Telegraph from Amsterdam (Holland) bound to Shelbon (Austria) employed the latter part making our provisions and in Ship duty.

Lat 12.36 S
Long 98.08 W

Tuesday November 13th 1860

commenced with a fresh breeze all sail set steering by compass wind E S E. one Sail in sight employed in ship duty at 8 AM run my line overboard in order to take out the kinks. middle and latter part much like the last part

Lat 15.02 S
Long 97.52 W

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Remarks on board Bark Awashonks

Wednesday November 14th 1860

commenced with a fresh breeze all sail set steering S. South wind about E S E at 4 PM sailed my line one Sail in sight (a Dutch Bark) middle and latter part moderate breeze employed the latter part setting up rigging steering S by E. wind E. so ends Lat 17 44 S Long 26 18 W

Thursday November 15th 1860

commenced with a moderate breeze all sail set steering S by E wind E N E. three sails in sight employed the latter setting up the main rigging at 11 saw several white waters but I believe they were rocks middle and latter part much like the fore part the weather commenced now to grow quite cool during the night, so ends these twenty four hours. Lat 19 41 S Long 25 24 W

Friday November 16th 1860

these twenty four hours commenced with a fresh breeze from the North. running with nearly square yard. course S by E employed the fore part setting up the fore topmastbackstays at 7 AM broke out water. midle and latter part much like the fore part. employed the latter part setting up the fore topsail rigging. so ends

Saturday November 17th 1860

commenced with a moderate breeze all sail set steering by the wind. heading E wind S S E the fore part rainy employed in Ship duty, on the 16 at the upper sitting blocks abaft at 10 PM sighted Ship and stood for the S W. midle and latter part fresh breeze and very heavy swell from the S W. so ends these 24 hours, Lat 21 15 S Long 25 14 W

Sunday November 18th 1860

commenced with a fresh breeze all sail set steering on the wind. heading about S W. wind S S E. midle part heading more to the Southward. latter much like the fore part, Lat S, Long

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South Atlantic Ocean November 14th 1860

Monday November 19th 1860

this day commenced with a fresh breze from about S. E. all sail set steering by the wind heading about S S W. the M clouds have been in sight ever since the Fourteenth of this month the bear about S midle and latter part much like the fore part. at 6.30 A M. Fired the Boat ren raised a Sperm Whale lowered the Larboard & Bow boat pulled about 3 miles to the windard and then gave him up. I think that the Bark gained him before daylight two sails in sight from aloft latter part this working to the windard. so ends this day Lat 25 34 S Long 25 45 W

Tuesday November 20th 1860

these twenty four hours commenced with a fresh breze from the S E. all sail set steering S by W. one point for working the Bark to the windard under short tacks looking sharp for a Sperm Whale. at 5 PM squared the yards in about one point steering S. midle and latter part much like the fore part employed in ship duty one sail in sight so ends this day Lat 26 46 S Long 26 49 W

Wednesday November 21st 1860

commenced with a fresh breeze from the N E. all sail set steering S by E. by compass. at 5 PM broke out Molasses for the men forward. midle and latter part much like the fore part. employed in ship duty.

Lat
Long W

Thursday November 22. 1860

commenced with a strong breze all sail set steering S S E. wind from the N. at 4 PM saw a Gony (Albatros) a large Bird at 7 PM this on my Vest and in the pocket I found some Baby Furniture viz. a nightcap a bib and a little Smock. midle and latter part much like the fore part employed in Ship duty, the weather, Lat 32 22 is quite thick and hazy hazy Long 21 24

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Remarks on board Bark Arcushonetta.

Friday November 23rd 1860

commenced with a fresh breeze from about N.N.E. all sail set steering S.S.E. weather thick and hazy, during the fore part of this day Mr. Barbale enlarged My Life Preserver vest it being to small before. midle and latter part much like the fore part employed in Ship duty Lat 34.11.8 S
Long 19.47 W

Saturday November 24th 1860

these twenty four hours commenced with a fresh breeze from the N.N.E. steering S.E.by S. all sail set employed the fore part clearing up the fore hole and putting things to rights. at 3 P.M. passed through right Whale feed. and saw a few Birds during the day. at 7 P.M shortened sail, weather thick. midle and latter part much like the fore part. so ends these 24h
Lat 35.11 S
Long 17 24 W

Sunday November 25th 1860

these twenty four hours commenced with a fresh breeze from the Nord. steering S.E.by S. at 7 P.M shortened sail furling the S & Fore Topsail and double reefed the M left it on the Starboard tack heading E.N.E. midle squaly with rain. standing Boat crew watches during the night. at 5 A.M. wore Ship and so stood to the S.W close reefed the Fore topsail and set it. at 10 tooke in it. latter part fresh gale from the S.S.E. no observation to day. Four Years to day since I sailed in the Ship Sharon of Fair Haven

Monday November 26. 1860

commenced with a fresh gale from the S.E Bark heading to the S.W. under a close reefed main topsail and Stayseils at 6 P.M spoke on the Starboard bow and hoisted in the Bow & Waist Boat at 7. wore Ship heading to the N.W & E. at 6.30 A.M. raised Whales on the Lee beam cowled them Right Whales first called all hands, but they turned out to be Finbacks. at 8 11 A.M set a close reefed Fore Topsail. latter part mor moderate so ends these twenty four hours. no observation to day Lat 36.11 S
Long 16.56 W

21 Brief Cape Race to Tristan d'Acunha

Tuesday November 27th 1860

commenced with a moderate gale from the N.N.E Bark under close reefed topsails and Stayseils at 10.30 P.M tooke in the Fore Topsail and hoisted it at 6 A.M set the fore topsail. latter part more moderate
Lat 39.11 36 S
Long 16.09 W

Wednesday November 28th 1860

commenced with a light gale from N.N.E heading to the E. Bark under close reefed topsails and Stayseils. at 3 P.M set the Foresail, employed in ship duty. at 6 P.M tooke in the Foresail. at daylight set double reefed topsails jib and mainsail. latter part moderate breeze, so ends
Lat 36.11 40 S
Long 14 02 W

Thursday 29th 1860

commenced with a fresh breez ship under double reefed topsails courses and jib wind about N.W by the Fore part steering S. at 9 P.M. hauled to the wind heading W.by S at 7 P.M shortened sail. this night we made four waterspouts each three hours long. at 6 A.M set double reefed Fore Topsail & Foresail. Bark heading about West wind from the N.W. at 11 tooke in the Foresail. so ends this day with a fresh gale. no observation

Friday November 30th 1860

commenced with a fresh gale from N.W by N Bark on the Starboard tack. at 4 P.M hoisted the Larboard and Waist Boat up on the upper cranes. at 7 the starboard boat. at 2 P.M tooke in the Fore Topsail and furled it. midle part much like the fore part. latter part moderate breeze steering N.E. with main topsail set employed in Ship duty
Lat 36.11 45 S
Long 14 48 W

Saturday December 1st 1860

commenced with a moderate breeze N.N.E. Sail set steering to the N.E. at Sundown shortened sail. midle and latter part light breez at daylight made all
Lat [illegible] Long 13.54 W

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Remarks on board Bark Arcashcoonks

Sunday December 2nd 1860

these twenty four hours commenced with a light air. all sail set steering by the wind. at 2PM saw a schoole of black fish going quick to the windward. at 7PM shortend sail middle part calm latter part light breez latter part steering E S E. wind about N W. Lat 36 05 S Long 119 09 W

Monday December 3rd 1860

these twenty four hours commenced with a light breez from the N W. all sail set steering S E. by compass at 1PM. raised land, the (Tristan) Tristan d'Acunah middle and latter part moderate breez, at 7 PM shortend sail at 4.40 AM. made all sail steering for the island, one sail in sight lying off and on the Town, Lat 37.04 S Long 11.49 W

Tuesday December 4th 1860

Commenced with a fresh breeze all sail set steering to the S E by E wind from the Norrod at 10M the Starboard boat went ashore. the Captain & his Wife going ashore. at 8A. Captain Hathaway of the Ship Mary Frazer of N B. came aboard and stopt a short time. four months out 75 BW Sperm. had seen Whales 9 times since leaving home at 6PM the boat came from shore bringing one Sheep three Geese and a young dog Dog. at 7 strong breze double reefed the topsails. heading about E by N the middle part, wind N E by N by E. at daylight set whole topsail courses and flying jib at 11PM took in the flying jib and double reefed the fore topsails. latter part strong breze so as

South Atlantic December 5th 1860

Wednesday December 5th 1860

Commenced with a fresh breze. at 2PM double reefed the main topsail at 7PM layde her to under a close reefed main storsail. middle part strong breze latter part calm. all sail set steering by the wind wind N W by W. a great quantity of Fin Backs in sight

Lat 36.20 South

Long 9.26 West

Thursday December 6. 1860

these twenty four hours commenced with a light air from the Norrod, all sail set, the Ocean appears to be alive to day with Fin Backs. at 7.10AM saw a schoal of Black Fish. wore ship and standing to the Westward. at daylight set the foresail and jib. latter part strong breze and thick fog. so ends these twenty four hours. no observation

Lat S

Long

Friday December 7th 1860

these twenty four hours commenced with a strong breze from N W. ship under double reefed top sails foresail and jib. at 7PM. took (the) the fore topsail foresail and jib and wore Ship standing to the S W & S. at 10PM wore Ship and stood to the Westard. middle and latter part thick fog at 6AM. set the jib & Spanker. saw a number of Fin Backs going quick to the Southard and Eastward, so ends. Lat S

Long

Saturday December 8th 1860

this twenty four hours commenced with a strong breeze from the N W heading West by compass Bark under double reefed main storsail Stay sail & jib & Spanker. at 1PM set a double reefed fore topsail at 7PM wore Ship and shortened sail heading S E. at 12 Midnight wore Ship and close reefed the main storsail at 12.30 AM wore back again. middle and latter part moderate gale and thick fog wind N W. Lat S

Sunday December 9th 1860 Long

commenced with a moderate gale from N W and fog. Bark under close reefed main storsail and Storstaysail. Bark heading about N E by compass on the Starboard tack

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Remarks on board Bark Awashonks. Capt Marble

Sunday December 9th 1860

Middle part fresh gale latter part strong breeze. at 6AM set a double reefed topsails. steering East by compass Lat 36.6
Long 115 W

Monday December 10th 1860

these twenty four hours commenced with a strong breeze from NW W. Bark under double reefed topsails. steering East by compass at 7PM shortened sail and hove to the wind heading NE at 5AM made sail steering to the S & E. middle and latter part light breeze. all sail set. Lat 35.40 S
Long 74 7 W

Tuesday December 11th 1860

this day commenced with a light breeze from S SW. all sail set steering to the Southard & Eastward. plenty of Finbacks in sight but not a sign of a Right Whale to be seen, and not so much as a Sail. at 8 Night shortened sail begin to grow somewhat discouraged. in not having caught a Whale. three months out clean. middle ~~and latter~~ part much like the fore part so ends latter part strong breeze Lat 35 58 S
Long 73 14 W

Wednesday December 12th 1860

commenced with a strong breeze all sail set steering SE wind about NNE. at 6PM broke out a cask of bread at sundown shortened sail and hove to the wind at daylight set main topgalant sail. steering SE & E. middle and latter part much like the fore
Lat
Long W

Thursday December 13th 1860

Commenced with a strong breeze from the NNE. steering SE. with main topgallant sail at sundown shortened sail reefed running during the night with double reefed topsails. standing whole watches. middle and latter part much like the fore part strong breeze and thick. at 7AM broke out water out of the main hatch Lat S
Lat W

Tristan Bright Whale Ground. bound to the S & E

Friday December 14th 1860

these twenty four hours commenced with a fresh breeze from about SSE. Bark heading to the Eastward at 1.30 PM lowered after Blackfish chased them about 1½ hours and then came aboard at 4 rainy & thick fog. at 4.15 PM raised a large Frenchman on the wind under short sail. at 4.50 raised a bark three points on the weather bow at 7.30 spoke and gammed with the Bark Falcon Capt Braley (late Mayhew) 200 Sperm 14 months out. had seen forty three whales on this ground this season and they going quick to the windward. saw them about East South East from here one week ago The letter which I gave for Edward H. Hoyle I send on board of this Bark as she expected to see the India. and as I have given up the last chance of seeing her as we are bound off the ground latter part wind about SE. Bark on the Starboard tack so ends these twenty four hours Lat 36 S
Long 118 9 W

Saturday 15th 1860

commenced with a strong breeze Bark under whole topsail courses & fib. wind about E & S E. the Bark heading about NE. middle and latter part moderate breeze. so ends Lat 36 11 25 S
Long 116 W

Sunday December 16th 1860

this day commenced with a topgallantsail breeze from the Southward and Eastward Bark heading to the NW & E. at 1PM raised a Ramboos rope middle and latter part fresh breeze at 10AM tacked ship and stood to the SW at 11 took in the F.T.S. sail. one sail in sight. Lat S
Long

Monday December 17th 1860

commenced with a fresh breeze from SSE. Main topgallantsail all ship heading SW and SSW middle part squally broke in some of the light sails. latter part moderate. so ends this day
Lat S
Long

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Remarks on board Bark Avershoeki Captain Marble

Tuesday December 18 th 1860

this day commenced with a moderate breeze from the S & E Bark heading to the Southard & Westward. midle part heading to the S & E latter part steering S E by S. latter part (the) three birds one Shark. and some Porpoises in sight. Lat 35 26 S
Long 2 40 E

Wednesday December 19 th 1860

commenced with a light breeze all sail set steering S E by S wind N E by N. at 8 AM saw a sail of the starboard beam, midle and latter part much the same. wind latter part about N. employed making boat gripes for the boats

Lat 36 27 S
Long 4 43 E

Thursday December 20 th 1860

commenced with a light breeze from the Northward steering S E by compass. employed making boat gripes. at 7 AM braced up. midle and latter part much like the fore part

Lat 36 40 S
Long 6 18 E

Friday December 21 st 1860

commenced with a light from the N E E. all sail set steering S E. at 8 AM. raised some kind of a Whale. the larboard boats were down at 9 AM. saw nothing while in the boats (or rather from the boat) but I believe it proved to be a Right Whale. when we along side at 5.30 PM the whale was about four miles to the windward of the Bark. at sun down took in the light sail &c. at daylight made all sail. and raised Right Whales at about 5.45 AM lowered the Larboard & Bow boats the Larboard boat struck and killed a Whale took him along side at 6.30 AM. midle and latter part a pleasant breeze. so ends this day with beautifull (Whale day) Whale weather. and a number of whales in sight the first Whale was raised by Taylor (a Fordward hand) latter part employed cutting

Lat
Long

Saturday December 22 nd 1860

Commenced with a light breeze from the N E E employed cutting a Right Whale several Whale in

S & E. of Tristan d Acunha .. South Atlantic December 22

sight. and also one Sail finished cutting at 3 PM. at sundown took in the Night-sail. and stood by watches the Starboard Watch taking the first watch out. midle part moderate. latter part fresh breeze from the N W at 6 PM lowered two boats (S & B) for without success. at 7 AM double reefed the Topsails at 11 took in the Fore S. Sail so ends these twenty four hours. at 8 AM commenced to boil

36. 40
6. 13

Sunday December 23rd 1860

these twenty four hours commenced with a fresh breeze, two sail in sight. after dinner lowered the Larboard & Waist boats after Right Whale but soon gave them up at 10 PM set the fore topsail midle (and latter) part moderate latter part light employed boiling. on the 22 nd signalised a Bark cutting called it the Pagoda. and during these twenty four hours we passed her twice, once in the night almost within speaking distance.

36 28
6 16

Monday December 24 th 1860

these twenty four hours commenced with a light breeze. employed boiling one Sail in sight. at 3 AM cooled down (finished boiling) at 6 AM commenced to brake out and stow down the oil. putting the oil in the ground tier. at 11 AM fresh breeze double reefed the Foretopsail. so ends this day.

Lat S
Long E

Tuesday December 25 th 1860

commenced with a strong breeze Bark under whole Main topsail. reefed F topsail. Foresail & Jib at 1 AM. double reefed the main topsail at — AM took in the Jib. Foretopsail and foresail. at 7 close reefed the Main topsail. took in sail and set the 2 watch. devideing them into four. Note on Christmas Eve I hung up my stocking. whereon I received several little pleasent presents. midle and latter part fresh gale from the Southard & Westward

Lat S
Long E

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Remarks on board Bark Acoashonks. Capt Marble

Wednesday December 26. 1860

these twenty four hours commenced with a moderate gale from about S S E. Bark heading S W. lying to under a close reefed maintopsail F & Mizen Staysail. at 8.30 AM squared in the main yard turned out one reef of the maintopsail steering W. at daylight made all sail so ends one sail in sight. Lat 36 15 S

Long 4 40 E

Thursday 27th

commenced with a light breze heading to the Westward during fore part. at sundown shortened sail. at daylight made all sail heading to the Eastward. employed the latter part first of this nothing in sight to day.

Lat 36.12 S

Long 5.18 E

Friday December 28. 1860

Commenced with a light breze from the Southard heading to the Eastward all sail set. at sundown broke in the light Sail at daylight made all sail. middle and latter part much like the fore part Lat 36.2 S

latter part broke out Provisions Lat 35.9 E

Saturday December 29th 1860

these twenty four hours commenced with a light breze all sail set heading to the Eastward at sundown broke in the topsail sail. midle and latter part much like the fore part.

Lat South

Long East

Sunday December 30th 1860

commenced with a light breze from the S. bark working to the Eastward. at 4 AM saw five "Humpback" going to the windard quick. midle and latter part much like the fore part four Sail in sight. one boiling. Lat 36.12 South

Long 6.17 East

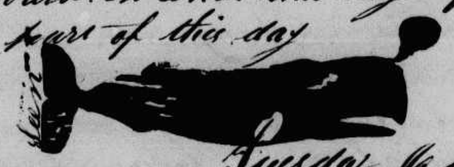
Monday December 31st 1860

commenced with a moderate breze all sail set steering on the wind. wind from the Southard & Eastward. at 1 PM. spoke the Bark (Sterling) Pagoda of NB. boiling five 4 months out (437) Whale (24) Sperm. 7 Whales this season. at 7 PM Mr Alpheus Baxter came on board and stopt a short time

Eastward of Tristan d Acunha December 31st 1860

Monday December 31st 1860

during the night carried all said wind unsteady midle and latter part thick and hazy. working to the Southard and Eastward. so ends this day. four Sails in sight during the fore part of this day



Lat 36.12 S

Long 6.30 E

Tuesday January 1st 1861

these twenty four hours commenced with a moderate breze from the Southard & Eastward all sail set steering on the wind working to the S & E. at 1.30 PM. saw a sail on the lee beam Whaling. at 2 PM raised a Sperm Whale about one half on the lea bow going quick to the (Windard) windard Lowered all four boats after him. chased him a bout 4 miles when they raised some more to the leward called the boats down and sent them of to the leward. I undertook to go on to them Stard & boat but when almost within darting distance they saw me and went down (or rather I suppose they heard my oars as I was pulling which was one of the worst things that I could have done as I learnt afterwards but then it was to late for when they came up they were all gulled and away they went) but then I think that I should have struck or some other boat if I had only waited until the next rising. for when I started for them they must have been all of one half mile of and not coming very quick as I found out after I had got most down to them. and I will here just state the reason why I undertook to go to them that rising. I was the first boat that came to the Ship (after giving those up to the windard) and the Captain told me that there was a school of gulled Sperm Whales 3/4 of a mile of coming quick to the windard. and he told me to get in ahead of them and take them head and head. although after I started for them the Captain tried to scare me not to by them that (rising) but I did not see him, but if I had gon according to my own judgement I should not have to tide them that rising. I was afraid that if did not by them that rising and they came up to the windard of the most boat the next rising I should be blamed for not going according to orders. I think the sail on the lee beam was the Pagoda saw he take one or more Whales along side side, so ends

Lat 36.00 S

Long 6.29 East

36.00

6.21 E

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Remarks on board Bark Awashonks Capt Marble

Wednesday January 2nd 1861

these twenty four hours commenced with a calm at 4PM light air from the southard & eastward. midle and latter part light from the Westward latter part steering SbW Lat S
Long W

Thursday January 3rd 1861

this day commenced with a light air from the Northward all sail set steering to the Southward & Eastward. midle and latter part much like the fore part sounds
Lat at 9PM 32 S
Lat 8 M E

Friday January 4th 1861

these twenty four hours commenced with a light breeze all sail set steering SE at 4PM strong breeze wind about SW. at 5.30PM raised two Whales going quick to the windard (called them Finbacks) at 7PM wind SE by S Bark heading E by N by compass. midle and latter part much like the fore part. one sail in sight Lat 36M32 S
Long 10M22 E

Saturday January 5th 1861

Commenced with a moderate breeze from SE, Bark heading ENE. at 1PM tacked Ship and stood to the Southard and Westward. at 9 calm clude down all the light sails and remained so during the night. at daylight light breeze made all sail steering SSE. one Sail in sight so ends this day Lat 36M37 S
Long 11M19 East

Sunday January 6th 1861

commenced with a moderate breeze from the Westward steering SSE. (employed in shipping the fore mast) midle and latter part strong breeze all sail set steering SE
Lat at 37M66 South
Long 14M22 East

Monday January 7th 1861

commenced with a Squall from the SW. all sail set steering SbE by compass. midle and latter part much like the fore part. employed the fore part making our water so ends these twenty four hours Lat 38M46 S
Long 17M49 E

From Tristan d Acunha to East Cape January 8th 1860

Tuesday January 8th 1860

these twenty four hours commenced with a moderate gale from the Westward all sail set steering SE. by compass at 3PM a very cross running sea which caused the Bark to roll very bad. at 5 set the three Starboard boats up on the upper crains at 6 tooke in Foretopgalantsail and reefed the fore Topsail at 7 the sea appeared to be smoother and the Bark running much steadier. midle and latter part more moderate at 8PM turned the reefs out of the Fore Topsail and set the topgalantsail on sail in sight. during the midle part of these twenty four hours we passed the Meridian of East Cape Lat 39M20 S
Long 21M30 E

Wednesday January 9th 1861

these twenty four hours commenced with a fresh brize from the Northward & Westward all sail (in sight) set steering SE at 6AM sent downe the Fore Topsail and repaired it. midle and latter part calm so ends. Lat 36M57 S
Long 23M E

Thursday January 10th 1861

commenced with a calm course SE by S employed mending the Fore Topsail about 3PM set it aloft and bent it. midle and latter part moderate brize. at 11M50 AM raised white water three points on the weather bow. but I believe it was Killers employed the (six) latter part working in the rigging. so ends this day Lat 40M10 South
Long 23M56 East

Friday January 11th 1861

these twenty four hours commenced with a moderate breze from the SE at all sail set steering SE by S by compass employed the fore part overhauling the lifts & brace pennants. at 6PM strong breze. midle and latter part light. employed the latter part braking out fresh water and filling the empty cask with salt water at 1.45PM lowered the Down Boat after a sperm fish but without success. so ends these twenty four hours Lat 40M16 South
Long 26M34 East

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Saturday January 12th 1861

commenced with a light breeze from E.N.E. steering S.E. at 2 P.M. caught a Porpois. middle and latter part much the same, at 11.50 A.M. raised a going quick to the leward. S.S.W. to ends these twenty four hours

Lat
Long

Sperm Whale going about

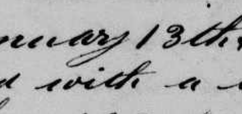
S
E

Sunday January 13th 1861

these twenty four hours commenced with a light air. one Sperm Whale in sight. at about 1 P.M. lowered the Starboard and Waist boat in pursuit of him. at 2 P.M. lowered the Bow boat chased until dark but without succes. during the afternoon there was another one seen from the Bark and the last that was seen of (him) them they appeard to be working together. making nearly a straight course. at 4 P.M. tooke in M.S. Sail and close down the topsails steering S.W. by S. through the night. at 2 set the foretopsail so as to make her go about two knots per hour. at daylight A.M. raised the Whale about 3/4 of a mile of lowered the Starboard and Waist boat at once and soon after lowered the Bow boat. the Starboard boat struck but drew the harpoon getting entangled in the line brought him alongside but soon after the Starboard went of again (to the S.E. & W.) he had a large Whale with (but the Waist boat struck and killed one.) these twenty four laying by a V.S employed latter part chasing Whales

Lat 41.10 S
Long 27.49 E

Monday January 14th 1861

these twenty four hours commenced with a moderate breze employed chasing Sperm Whales. about 2 P.M. the Waist boat struck and killed a Whale tooke him along side about 4 P.M. hooked on about 6. and got him cut in. with 4 A.M with the exceptions of his  head. at the watch, the Starboard watch taking the first watch below. about 7 A.M the head. rope parted and his head sunk from 2 A.M to 5 A.M I think was three of the sleepyest hours that I ever experienced. having sleept but one hour out of the last twenty five hours. to ends with a moderate gale

Lat 41.10
Long 27.40 E

To the Southward & Eastward of Cape Good Hope Jan. 15th 1861

Tuesday January 15th 1861

commenced with a moderate gale from the N.N.W. hove to under a close reefed main topsail & foresail. middle and latter part moderate. steering to the S.S.E. at daylight (comfen) commenced to boil at 8 A.M set single reefed topsail & jib. so ends

Lat
Long

S
E

Wednesday January 16th 1861

commenced with a fresh breeze. Bark under single reefed topsail employed boiling at 8 P.M. cooled down took in jib topsail and close reefed the main. standing by watches at day light. Started the works at 12 Meridian cooled down it being to rough to boil.

Thursday January 17th 1861

commenced with a moderate gale. Bark lying to under close reefed main topsail and the three lower staysails employed mincing and putting the blubber in the tank. at 7 P.M quit work. strong gale with rain. from S.S.W. Bark heading S.E. at daylight set close reefed foretopsail and foresail steering S.E. by E. at 11 A.M turned one reef out of the foretopsail at 12 Meridian finished mincing and cleared up decks

Lat
Long

Friday January 18th 1861

commenced with a moderate gale. steering S.E. by E. Bark under double reefed topsails and foresail at 8 A.M set the jib at 6 set the mainsail. standing six watches during the night. at 4 A.M tooke in mainsail & jib and started the try works. latter part strong breze and cool. one sail in sight

Lat
Long

S
E

Saturday January 19th 1861

commenced with a strong breze Bark under double reefed topsails. employed boiling at 7 A.M cooled down. employed the latter part stowing down the (oil) oil (about 40 barrels latter part mixed from the Southward and Eastward. Bark heading to the S.E.

Lat
Long

S
E

Providence Rhode Island Public Library, Nicholson Whaling Log Collection, 53

Remarks on board Bark Aguashonks Capt Marble

Sunday January 20th 1861

commenced with a strong breeze from the S & E. Bark under double reefed topsails & jib. employed the fore part stowing down Sperm oil. at 6 took in the mainsail (and) at 10 took in mainsail and jib. Bark heading to the NNE

Lat 38 S

Long 39 6 E

Monday January 21st 1861

these twenty four hours commenced with a moderate gale from the S & E Bark under double reefed topsails. heading to the NNE at 10 PM wore ship standing to the SW. at 1 AM set the mainsail. at 10 AM lowered the Starboard boat and went along side of the Charles Bad (a Swedish Bark) to see if they had Doctor. at 11 turned the reefs out of the topsails and set jib employed the (after) latter part making out provisions

Lat at 36 25 S

Long 39 49 E

Tuesday January 22nd 1861

these twenty four hours commenced with a fresh breze from the S & E Bark heading to the SW. under whole topsails courses and jib employed the fore part washing Ship. middle and latter part moderate all sail set heading about South by compass. Lat 39 54

Long 40 22 W

Wednesday January 23rd 1861

commenced with a moderate breze all sail set heading about S E by S by compass. wind from the N E E eastward. at 2 PM broke out a new cutting fall and went up one of the old ones for head ropes. middle and latter part much like the fore part. so ends this day. no observation

Thursday January 24th 1861

commenced with a strong breeze all sail set steering S E by S by compass wind about N E by E employed in Ship duty, at 7 PM reefed the topsails. midle part (moderate) strong. latter part more moderate. at 11 PM set & turned the reef out of the main topsail.

Lat 41 40 S

Long 45 14

Friday January 24th 1861

commenced with a fresh breze from the N W eastward. steering S E by compass. Bark under whole Main topsail double reefs fore. courses and jib. at 1 AM Heavy squall

From Tristan d Aguncha to St Pa January 25th 1861

Friday January 25th 1861

hauled down the main topsail hauled up the courses and hauled up the fore topsail. and down jib and shaved it. set close reef main and foresail. Bark heading E at 3 PM on the Starboard tack. at 5 PM tacke in the foresail. at 7 PM gave wringe the main topsail. at 7 PM headed N E at 11 headed N by compass wind about West latter part more moderate. heading N W W by compass. so ends this day.

Saturday January 26. 1861

these twenty four hours commenced with a strong gale from the Southard and Westward. lying to under a goose wing main topsail. at 3 PM kept her of before the wind. steering E S E. under close reefed fore and main topsails. at 9 PM set double reef fore whole main topsail and main topgallantsail. at 2 AM made all sail Lat 40 47 S

Long 49 52 E

Sunday January 27th 1861

commenced with a fresh breze from the N W W. steering S E by E at 4 AM heavy squall. tacke in all of the light sail, (at) mainsail and jib. at 6 double reefed the topsails wind about N or N W W. midle part heavy gale. the Bark runs well and ships but little water. at 9 AM turned the Waist boat. at 6 close reefed the fore topsail. at 11 broke out some fresh water from the fore hole latter part more moderate. Lat 40 46 S

Long 54 03 E

Monday January 28th 1861

commenced with a moderate gale from the S & W, Bark. under close reefed fore and double reefed main topsail steering S E by E. at 4 PM under reefed topsails courses jib and three lower lower staysails. at 10 PM more moderate turned the reef out of the Main topsail. at 2 AM made all sail. latter part moderate employed the latter part baking out fresh water. Lat 40 36 South.

Long 56 41 East

Tuesday January 29th 1861

Commenced with a fresh breze from the Westward steering S E by E. all sail set. employed making scrub boom teeth. midle and latter part much like the fore part. Lat 40 36 S

Long 60 01 E

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Remarks on board Bark Awashonks Captain Mallb

Wednesday January 30th 1861

commenced with a fresh breze from the Westward all sail set steering ESE by compass. midle and latter part moderate employed in ship duty. making a new set of cutting gear. Lat 40.12 S

Long 63.08 E

Thursday January 31st 1861

commenced with a moderate breze from the Westward. all sail set that will draw. steering ESE. midle and latter part strong breze from SSE. steering by the wind. no observation to day

Friday February 1st 1861

commenced with a strong breze from SSE all sail set steering by the wind. at 6 PM took in the light sails. during the midle part double reefed the topsails and hoke in the jib. latter part light gale heading E by S. no observation

Satterday February 2nd 1861

commenced with a moderate gale from SE. Bark under double reefed topsails and courses heading to the S by E. at 2 PM took in the mainsail at 6 the foresail and close reefed the fore topsail. during the night shod boatsail at daylight made some sail at 11 AM. made all sail. steering to the S by E. so ends.

Lat 37.43

Long 69.09

Sunday February 3rd 1861

commenced with fresh breze all sail set Steering SE by E wind from the SW. midle and latter part moderate. wind from the Northward. at 6 AM. saw a number of finbacks

Lat 37.43 South

Long Chro Long 70.57 East

by the other Chro. Long 71.16 East

Monday February 4th 1861

commenced with a moderate breze all sail (set) set steering SE. wind from the Northward. at 6 AM double reefed the topsails latter part strong breze. employed the latter part heaking out water so no observation to day

Tuesday February 5th 1861

commenced with moderate breze back under reefed topsail at 3 PM. made all sail. at 10 PM. take in the M'S'G sail and reefed the topsails. at 2 AM set M'S'G sail. latter part fresh breze Lat 38.04 S Long 72.24 E

From Cape East to the Island of Amsterdam

Wednesday February 6. 1861

these twenty four hours commenced with a fresh breze. maintogalansail set. at 8 PM. raised the Island of Amsterdam at 6 PM shortend sail. the island about 10 miles distant bearing about E East. midle and latter part light breze at daylight made all sail working in shore. at 7.30 AM seen three boats in fishing. so ends this day. one sail in sight. Lat S

Long E

Thursday February 7th 1861

these twenty four hours commenced with a light breze. lying of and on the Island of (Amsterdam) Amsterdam the three larboard boats in shore fishing. at 8 PM a boat came alongside from the Ship Draper Capt Parker. 350 Sperm 9 months out. at 6 the boats come from the shore with about 7 barrels of fish. at 7 kept the ship of to the Eastward. midle and latter part moderate breze. about 6 miles astern of the Draper. Lat S

Long E

Friday February 8th 1861

commenced with a pleasant breze all sail set steering SEbE. at 2 PM saw a number of Sulpher bottoms. the Draper was chasing them. midle and latter part much like the the fore part employed ship duty Lat S

Long E

Saturday February 9th 1861

commenced with a light air. at 2 PM moderate breze all sail set steering ESE. two sails in sight. midle part moderate latter part fresh employed in ship duty and fishing the Captains gig. no observation to day

Sunday February 10th 1861

commenced with a fresh breze from the Westward. all sail set steering ESE. employed the fore part braking out fresh water midle and latter part strong breze. at 9 AM. carred away the spanker gaff. it broke nearly midships. two sails in sight from ships. so ends this twenty four hours

Lat 37.33 S

Long 69.47 E

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Remarks on board Barque Awashonks. Captain Marble

Monday February 11th 1861

commenced with a strong breeze Main topgalantsail set. wind from the Southard and Westward. steering ESE. by compass. middle and latter part wind from the southard and Eastward Bark heading to the NE. at 4 AM set Maintopgalantsail and flying jib. the Cooper employed making a spanker gaff. out of a topmastheadingsailboom. Lat 36.34 S

Long 69.39 E

Tuesday February 12th 1861

commenced with a light breeze from the southard and Eastward. all sail set. steering by the wind. heading first on one tack and then on the other. at 10 AM sent a spanker gaff aloft and set the sail. middle and latter part much like the fore part. the breeze very baffling. sometime on one tack and sometimes on the other. employed in Ship duty.

Lat 36.40 S

Long 70.06 E

Wednesday February 13th 1861

commenced with a light air from the Northward and Eastward. all sail set. steering by the wind. heading to the Southard and Eastward middle and latter part steering ESE. wind from the Northward and Westward employed in Ship duty. middle and latter part. light breeze. Lat 36.54 S

Long 91.32 E

Thursday February 14th 1861

commenced with a moderate breeze from the NW all sail set steering ESE. employed the fore part in Ship duty such as painting the Starboard boat (inside) and doing small jobs in the rigging. middle part much like the fore part. latter part squally with frequent showers of rain. no observation by day

Friday February 15th 1861

commenced with a moderate breeze all sail set steering ESE wind from the Westward. midle and latter part much like the fore part. so ends these twenty four hours. Lat 36.56 S

Long 96.29 E

Saturday February 16th 1861

commenced with a light breez from the Westward all sail set steering ESE. at 10 AM broke out Butter and water employed the fore part squareing the ~~rigging~~ (rattlings) rattlines on the fore rigging. midle part moderate latter part fresh Lat 36.54 S

Long 99.16 E

From St. Paul to Australia. February 1861

Sunday February 17th 1861

commenced with a strong breeze from the Westward steering ESE, all sail set which will draw. at 6 PM furled the mainsail at 2 AM take in fore & Maintopgalantsail at 3 AM carried away the clew iron to the Larboard clew of the Maintopsail. at 3.30 AM reefed the foretopsail at 4 the maintopsail. at 5 AM sent a sheet to the clew and to the topsail. at 9 turned the reef out of the maintopsail. at 11 AM moderat gale again reefed the topsail again. Lat 37.00 S

Long 103.06 E

Monday February 18th 1861

commenced with a fresh gale from the Westward. Bark under double reefed main and foresail. steering ESE. by compass. at 5 PM shortened the fore topsail. and took the oars out of the Waist boat, quite a heavy swell running. she ships a good many small seas during the midle part at 3 AM. turned out reef out of the fore topsail. at 7 had all sail set. employed in ship duty. latter part fresh breeze. Lat South

Long 106.47 East

Tuesday February 19th 1861

this day commenced with a fresh breeze from the Westward. all sail set steering ESE. employed the fore part breaking out water middle and latter part mended like the fore part

Lat S

Long E

Wednesday February 20th 1861

commenced with a light breeze all sail set steering E. at daylight lowered two boats after blackfish. at 7 AM all the boats was chasing them. the Starboard caught one and the Waist boat two. midle and latter part calm. I HA Dream this AM about H. it seemes that she was Rd. with me. so ends this day Lat

So night I broke a tide iron being the second one that I have broke this voyage.

Thursday February 21st 1861

commenced with a light air from the Westward, all sail set steering ESE by compass. employed the fore part mincing blackfish blubber. employed the latter part washing ship (outside and inside. middle and latter part) of this day much like the fore part

Lat S

Long E

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Remarks on board Bark Aurshonks Capt Marble

Friday February 22nd 1861

these twenty four hours commenced with a light air from the W.S.W.ward all sail set steering E.N.E employed washing ship outside. middle and latter part much like the fore part. Lat 36°32m S

Long 113°12 E

Saturday February 23rd 1861

this day commenced with a calm all said set. middle part light air latter part fresh breze. steering N.E.b.N. by compass. employed the latter part boiling Black Fish. Lat S

Long E

Sunday February 24th 1861

commenced with a fresh breze from the S.S.E. all sail set steering to the Northward & Eastward at 2PM raised white water on the weather bow hoisted out boat saw no more of it. at sundown shortened sail at 10PM broke in Fore Topsail. at 6AM made sail steering to the N.E.b.E. during the day saw a number of Fin Backs. latter part fresh breze all said set. Lat S

Long E

Monday February 25th 1861

commenced with a fresh breze from the Southard Eastward. all sail set steering to the Northward and Eastward. at 5PM made land (the Western coast of Australia) at sundown shortened. at daylight made all said. (this day I shall beg make 36 hours long taking the whole of the two civil and half of the sea day into one day. at 3PM came to anchor in five fathom of water. paid out 37 fathom on larboard chain

Tuesday 26 Wednesday 27. Thursday 28 employed in getting water

Friday March 1st 1861 employed stowing down water and repairing the copper

Saturday March 2nd 1861 employed in odd jobs

Sunday March 3. fore part rainy latter part pleasant with a fresh of shore at 9AM the Starboard watch went ashore on liberty hoisted some of the sails and dried them. most of the after guard employed writing letters. Monday 4th employed painting the lower mast and the larboard side of the Ship at 6PM went on board the "Ocean Rover" it being the first vessel since leaving home

Arrived. Accomplished
Arithmetic Account
Commenced
Chronometer sick account
Cause. Called Conquered
Chain. Carrying Celibacy Compass
Change
Convenient
Care. Cologne
Difficult. Dinner
Doing.

Employed Especially. Enjoying
Endeavor Experienced
Erroneous. untruthful
Extenuate to lessen
Extraordinary
Error mistake
Forward. Fetch Favor
Fail Feign Fastidious. Favorite
Famous

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Gratuitous free
Greatest

"Have "Happy
"Happiness. "Handed
"Hold. "Helped "Hilf

Inquiet
Immediately

Is

"Keeper

Lowered) Lowered, Left
Leaving. Ladies Ready
Middle. Meeting
Mistook Made. Imposed
Male Meal
Near
Notice
Nurse

Opportunity. Officer

Passage Pleasant Present, Port Potter
Peace quiet. Pleasure. Pleased Putting
Reserved. Permit Picked Pursue to follow
I

Right not wrong
Reports Received

Sheet any thing expanding. Stopped. Shoal
Sufficient Spread Sin Shower. Stored. Siege
Science Sincerely Security

In the Port of Vasse Western Australia March 1861

Tuesday March 5th 1861

employed painting the lowermast. and getting off wood the latter part of this day a fresh land brage. from the South Eastward.

Wednesday March 6. 1861

this morning the Starboard watch went ashore on liberty four hours liberty. the Starboard Watch employed getting of a small raft of wood at night sent a boat in shore for those that wished to come of

Thursday March 7th 1861

this day commenced very pleasant. sent the boat in-shore this morning after the Watch. found that Six had deserted of the Larboard watch. after breakfast sent the Starboard Watch on liberty. the Larboard Watch employed painting ship outside. at night the liberty men came aboard

Friday March 8th 1861

this day commenced with a rainstorm the Larboard watch went ashore about 9 A.M. and the most of them came off at night

Saturday March 9th 1861

this day commenced very pleasant. at 9 A.M. the Starboard Watch went ashore on liberty the Larboard Watch employed loosing sails and furling them and furled them. and goeing around

Sunday March 10th 1861

this day commenced very pleasant. the Larboard watch on liberty. during the day I attended the English Church

Monday March 11th 1861

commenced with a light brage from the Westward. at 6 A.M. the Bark P sailed. the Starboard Watch on shore. the Larboard Watch employed getting of potatoes. this morning I mailed Four Letters for the United States

Tuesday March 12th 1861

this day commenced with a very fresh breeze from the Southward and Westward. the Larboard Watch ashore on liberty. middle part of this day rainey. drawed Two dollars to day. from the Captain

---

Swollen

Stove to advance
Took Taking

Unnecessary

Voyage
Volume
Likeness Wish Wife
(X) Wring to turn
Wife to use a pen in some Business
(W) Wright Employed
Wear to cause a change
Which Where to Thor-
Wrong Wheel Work
Walked Wiping Wipe

Both Burial Buy
Breaking Bossy

B
By
Z

In the Port of Vasse Western Australia

Wednesday March 13th 1861

employed to day getting ready to smoke Ship. at 5 PM shut up Ship. all hands shifting on deck during the night. spent the evening on board of the Bark Ocean Rover. where I had a Shift=mate

Thursday March 14th 1861

called all hands at daylight and opened the Ship employed through the day in odd jobs. this morning the Ship Plover and the Ocean Rover sailed at 6 PM the Ship Draper

Friday March 15th 1861

this morning commenced very pleasant called all hands and washed of decks. at 8 AM received some Ladies on board from the shore. one of the Ladies

Saturday March 16th 1861

at 9 AM the Starboard Watch went ashore. I went to day in Mr Hazards place. I enjoyed myself to day very much Mr Hamblen and myself took some horses and went out in the Country. and spent most of the day, at night came aboard about eight; the Starboard watch employed setting up the F & M. Back Stays.

Sunday March 17th 1861

this day the Starboard Watch went ashore. Mr Hazard going in my place. this morning I feel quite uncomfortable at 9 AM took an emetic which operated very fast. at 2 PM felt quite comfortable finished writing letter

Monday March 18th 1861

employed the fore part of this day setting up the M & Mizzen Stays main part employed setting up the Foremain Topmast rigging and the Topgallant rigging

Tuesday March 19th 1861

this day commenced with a fresh breeze from the southward. nothing worth of notice through the day

At Sea. on the Western coast of New Holland

Wednesday March 20th 1861

this day commenced with a light breze of shore. at day light called all hands and hove short on the chain. about 7 AM the Captain came on board. about 8 AM got under way stowed the cables and lashed the anchors and washed of decks. Bark under all said steering by the wind heading to the Westward

Thursday March 21st

commenced with a light breze from the Southard. all said set steering by the wind heading to the Southward and Westward. at 6 PM. shook the men into the Watches (those that we had Shipt here eight in number) in the place of those that deserted. we had nine to desert (while here) at night shortened sail standing on watches during the night. at 9 PM I was quite Seasick and I came down from aloft. lost all of my breakfast while aloft. it being the first time that I have vomited this Voyage. last Voyage I was 61 days out before I was Seasick

Friday March 22

commenced with a fresh breze all said set steering to the Southard & Westward at night shortened sail. the officers taking all night trips. the boat steers heading the Watches. at 7 AM set whole topsails at 8 AM double reefed and hoisted mainsail and jib latter part moderate gale from the S & W. steering to W S W. so ends

Saturday March 23rd 1861

commenced with a moderate gale from the S & W steering to the S W W

Sunday 24th Monday 25th moderate gale from the S & E. steering S W. with double reefed topsails

Tuesday March 26. 1861

commenced with a moderate gale from the S & E steering S W. Bark under double reefed topsails at 5 PM gave chase with the Bark Draco, 35 months out 1274 Sperm one Whale this season

Tuesday March 26. 1861
-midle and latter part more moderate, so ends
Lat S
Long E

Wednesday March 27th 1861
commenced with a strong breeze from the S & E. Bark
-under double reefed topsail and courses. at 2 PM gave
the Draco. steering by the wind on the Starboard tack
-at Seondown shortened sail. at daylight made sail
steering the latter part to the Northward so ends
at 10 AM sent down the Foretopgalantsail Lat S
-and overhauled the rigging Long E

Thursday March 28. 1861
commenced with a strong breeze from the S & E
steering N. at 5 AM down shortened sail and kept
to the wind. at daylight made sail at 10 AM spoke and
gained with the Bark Pearl of New London. Lat S
Long E

Friday March 29th 1860
commenced with a strong breeze from the S & E. middle
and latter part moderate gale Bark heading to the East
one sail in sight. so ends Lat
Long

Saturday March 30 1860
commenced with a moderate gale from the S & E. Bark
heading to the Eastward. midle and latter part

Sunday March 31st 1861
-moderate gale from the S & E. Bark under shot sail
standing on 12 hour tacks. Lat S
Long E

Monday April 1st 1861
commenced with a moderate gale. at 9 AM set
all sail. steering on the wind during the latter part
broke our water

Tuesday April 2nd 1861
commenced with a fresh breeze from the
S & E. all sail set
2696
10754 E

Wednesday April 3rd 1861
from the Third up to the Sea nothing worthy of notice
with the exceptions of strong S & E winds gained with
several Ships. the Rose Red Bark and Ship Plover

Sunday 7th
commenced with a strong breez Four Sails in sight
at 7 AM. (Ans Hambden) raised a Sperm Whale at 10 AM
lowered the three Starboard boats and chased until night
but without success. midle and latter part much the same
Lat S
Mon Lat 27 17 S. Long 17 26 W Long E

Monday 8th & Tuesday April 9th
pleasant weather and no Whales in sight so ends
the Cooper employed making me a Rudder for my boat
at 11 AM Spoke the Bark America

Wednesday April 10th 1861
commenced with a moderate breeze at 5 PM Sig Sails in
sight. and I guess all but one gaming. Beside us and
that is the America of Mattapoisett

Thursday April 11th 1861
commenced with moderate breeze from the S & E
Sig Sails in sight from aloft. at 6 AM lost the a
-nother Whale boat. out and broke in the old one Lat 27 35 S
2736 35 S
10757 E Long 10757 E

Friday April 12th 1861
commenced with a fine day the first fine day
that we have had since we left Bass. steering the
fore part to the S & E wind about S. at 6 PM
one sails in sight. midle and latter part moderate
gale. Bark under double reefed topsails foresail & jib
Lat 27 18 S
Long 109 13 E

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Remarks on board Bark Awashonks

Saturday April 13th 1861

this day commenced with a moderate gale fro. the southard and eastward. Bark under double reefed topsails Foresail and Gib. steering to the N. midle and latter part strong breez. at 10AM saw the Ships Lapwing & Congress.

Lat
Long

Sunday April 14th 1861

this day commenced with a strong breeze from the S. steering steering to the N. at 2PM broke out fresh water from between decks. several sails in sight during the fore part of the day

Lat
Long

Monday April 15th 1861

this day commenced with a strong breze. at 7AM sent down the Foretopsail and mended it, two sails in sight

Tuesday April 16th 1861

commenced with a strong breze from the Southard Bark under short sail employed repairing the fore topsail at 4PM bent the topsails. at 6PM spoke and gamed the Bark Kathleen Capt Moore 300 Wbls 250 Sperm midle and latter part much like the fore part

Lat
Long

Wednesday April 17th 1861

commenced with a strong breze Bark under double reefed topsails. at 4PM gamed with the Kathleen Capt Moores and I went on board it being the first vessel that I have been on board since I sailed from home with the exception of those in Port. midle and latter part more moderate at 11.30AM saw the Bark Kathleen hoist her colors for Whales made all sail she being several miles to the Windard of us

Lat 27 25
Long 117.15

Thursday April 18th 1861

this day commenced with a moderate breze all sail set. beating to the windard after Whales. about 2PM saw the Bark Kathleen take a Sperm Whale along side. at 5PM Capt Marble went on board of the Kathleen

27 25
117 25

on the coast of New Holand. April 1861

Friday April 19th 1861

this day commenced with a fresh breze from the S.S.E one sail in sight. boiling (Bark Kathleen) midle and latter part moderate breze and very pleasant. at 8AM hoisted the Colors to the main and rigged royal head in honour of Georges Birth Day. he being years of age, at 9AM gamed with the Kathleen. so ends this day

Lat
Long

Saturday April 20th 1861

commenced with a light breze all sail set gaming with the Kathleen. at 6PM the Kathleens Band of Musick came on board. (this Band is kind of a Nantucket Band. for I have been told that the consist of two constalks and a vine) to celebrate Georges Birth day. they played and sung untill about 11PM when they went on board midle and latter part very fine weather.

Lat
Long

Sunday April 21st 1861

commenced with a fine day all sail set. wind from ea SSE. Bark sometimes on the Western tack and sometimes on the Eastern. midle and latter part much like the fore part. so ends this day

Lat
Long

Monday April 22nd 1861

this day commenced with a light breze all sail set steering to the S.W. at 6PM gamed with Bark North = West of New London. Eight Whales this season making 140 barrels. midle and latter part much like the fore part. so ends this day.

Lat
Long

Tuesday April 23rd 1861

commenced with pleasant breze from the Southard and Eastward. two sails in sight employed in shipping sundrys at 7AM sent down Fore & Main T.G. yards at 8 sent them aloft and crost them

Lat
Long

Wednesday April 24th 1861

this day commenced with a light breze all sail set steering to the southard and eastward I believe one finback in sight. gamed with the Kathleen

Lat 26 10
Long 121 [illegible]

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Remarks on board Bark Aeroshonk Co. Capt Marble P.M.

Thursday April 25th 1861

this day commenced with a light breze all sail set steering most any how. gaming with the Kathleen. her Blacksmith working at our forge. at 2.30 PM Captain Marble & Wife and Child went on board of the Kathleen latter part steady rain with a light air. all sail set. no observation to day

Friday April 26. 1861

commenced with a light breze from the southard and Eastward. with stead rain at 4.30 PM shortend sail took in all sail but a close reefed main topsail and foretopmast staysail. the wind coming in strong puffs from the southard after shorten shortning sail wore ship heading W S W on the larboard tack, at 6 PM saw a sail on the weather beam on the starboard tack, (it was the Kathleen) midle and latter part much the same as the fore part, at 6 PM turned one reef out of the main topsail and set a double reefed fore topsail no observation to day

Saturday April 27th 1861

commenced with a light breze from the S & E. Bark under double reefed topsails. at 2 PM set the foresail & spanker & jib at 3 PM saw a sail of the larboard beam at sundown shortend sail. midle part fresh latter part moderate

Sunday April 28 th 1861

this day commenced with a moderate breeze Bark under double reefed topsails foresail jib and M S M Sky at 6 PM gamed with the Kathleen. midle and latter part much like the fore part. steering the latter part to the Eastward three sails in sight so ends this day

Lat 26 46 South
Long 109 11 East

Note. while combing my hair to day I was surprised to find gray hairs in my head. Once a man and twice a Child

Monday April 29th 1861

this day commenced with a fresh breeze steering to the Northward and Eastward at 10 PM spoke and gamed the Bark Pamelia Capt Slocum 1000 Sperm 50 Whale & Bottlenose at 10 PM saw a ship to the windard Whaling called it the Sapphire. midle and latter part strong breze and

On the West coast of New Holand April 25th 1861

Monday April 24th 1861

and flaws. at 6 AM saw a ship cutting a whale to the windard three sails in sight. no observation to day

Lat 26 46 Long 109 11 East

Tuesday April 30 th 1861

commenced with a strong breeze from the S W, Bark under whole topsails. at sundown shortened sail. midle and latter part moderate gale. latter part wind S. steering N E

Wednesday May 1st 1861

this day commenced with a moderate gale from the Southard. Bark under double reefed topsails courses & jib. the officers employed making reefers midle and latter part much like the fore part Lat 25 00 Long 111 06

Thursday May 2nd 1861

this day commenced with a moderate gale. bark under double reefed topsails. heading to the N W the fore part midle and latter part much like the fore part one sail in sight to the windward. Lat 25 00 S Long 111 27 E

Friday May 3rd 1861

this day commenced with a moderate gale from the S & E. Bark under double reefed topsails by the wind. one sail in sight. latter part steering N W W latter part pleasant. so ends this day. Lat 25 00 S Long 110 51 E

Saturday May 4th

this day commenced with a fine breze from the East steering the fore part N W W. midle and latter part beautiful weather. latter part steering W. Lat S Long E saw a finback to day

Sunday May 5th 1861

this day commenced with a good breze all sail set steering W by compass & the fore part and latter part wind from the S S E. midle and latter part much like the fore part. so ends. Lat 24 50 S Long 108 51 E

Monday May 6. 1861

commenced with a good solid sail breze from the S & E. steering W. midle and latter part fresh breze Lat Long

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Remarks on board Bark Anashonks

Tuesday May 7th 1861

commenced with a fresh brez from the S & E. steering N middle and latter part much the same

Wednesday May 8th 1861

commenced with a fresh brez from S & E steering N Bark under double reefed topsails. at 9 AM set whole topsails. steering N & W. so ends. saw sail in sight

103 11 35

Thursday May 9th 1861

commenced with a fresh brez from the S & E. steering to the N & W. at 10 AM raised a sail steering to the Eastward bark under whole main topsail. double reefed fore and courses & jib. midle and latter part light gale Lat
Long

Friday May 10th 1861

this day commenced with a strong brez from the mod gale from the S & E. Bark under double reefed topsail at 4 30 PM took in the fore topsails & foresail and carried down the mastheads. during these twenty four hours I have been troubled very much with the Teeth ache it being the first time that I have been troubled with my Teeth of any account for over a year. latter part double reefed topsails and foresail. so ends this day Lat 28 11 41 S
Long 104 11 00 E

Saturday May 11th 1861

this day commenced with a moderate gale from the S & E Bark under double reefed topsail. at sundown take in the foresail and close reefed the foretopsail. midle and latter part much like the fore part. Lat S
Long E

Sunday May 12th 1861

this day commenced with a fresh brez from the S & E Bark under double reefed main close reefed fore and courses. saw a grampus at 4 PM. midle and latter part part moderate breezes. at 6 PM set all all sail saw nothing through the remainder of the day which looked like a Whale. Lat S
Long E

Monday May 13th 1861

commenced with a fresh brez from S & E all sail

on the West Coast of New Holland

Monday May 13th 1861

set steering by the wind. at 4.30 PM raised a sail of the lee bow. midle and latter part much like the fore part no Whales to day but a plenty to eat and drink. so ends Lat
Long

Tuesday May 14th 1861

this day commenced with a whole sail brez from the S & E. steering to the N & E. by the wind employed in shipyard. midle and latter part much like the fore part one sail in sight. Lat S
Long E

Wednesday May 15th 1861

these twenty four hours commenced with a moderate breze all sail set steering by the wind. at 4 PM. sent down the Spanker and made it two cloths smaller. latter part three sail in sight. wether very light. Lat S
Long E

Thursday May 16th 1861

commenced with a light breze from the S & E. all sail set steering to the N & E. by the wind three sail in sight. at 4 PM Spoke and gamed the Ship Nassau. Captain Herenden came on board and brought me a Letter. dated September 1st 1860 from Hobs (the date I think must have been Oct 1st) midle and latter part fresh brez Bark under double reefed topsails courses and jib. saw the three Finbacks. bound to the leward. so ends this day Lat S
Long E

Friday May 17th 1861

commenced with a fresh breze from the S & E. two sail in sight. all on the wind Bark under short sail. midle and latter part much like the fore part

Saturday May 18th 1861

commenced with a moderate gale from the S & E under short sail. midle and latter part much like the fore part. so ends

Sunday May 19th 1861

strong breze Ship under double reefs. midle and latter part much the same

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Monday May 20th 1861

commenced with a strong breze from the S & E. three sail in sight. at 8 AM. gamed with the Bark E. Dundas and Ship Plover. middle and latter part more moderate employed the latter part repairing the main topsail, so ends

Lat 22.41 S
Long 1 E

Tuesday May 21st 1861

this day commenced with a strong breze from the S & E Bark under double reefed topsails. two sails in sight. at 2 PM set aloft the maintopsail, middle and latter part much like the fore part. Charles the boatsteerer off duty on account of sickness.

Lat S
Long E

Wednesday May 22nd 1861

commenced with a strong breze bark under double reefed topsails courses and jibs. middle and latter part more moderate. latter part all sail set steering by the wind

Lat 22 [illegible] S
Long 10[illegible] E

Thursday May 23rd 1861

this day commenced with a fresh breze all sail set steering by the wind at 8 AM broke in maintopgalantsail. middle and latter part strong breze. at 12 M broke in jib and mainsail. so ends this day

Friday May 24th 1861

commenced with a strong breze all sail set steering by the wind Bark under double topsail and foresail at sundown close reefed the topsails. middle and latter part the same.

Saturday May 25th 1861

this day commenced with a strong breze from the S E Bark under close reefed topsails foresail and the three lower stopsails. latter part more moderate at 9 AM saw a finback.

Sunday May 26 1861

commenced with a strong breze from the S & E Bark under double reefed topsail at 10 AM set the mainsail jib & Spanker latter part set whole topsail. saw a finback 94.16 114.8

Monday May 27th 1861

this day commenced with fresh breze from the S & E Bark under whole topsails courses and jibs. middle and latter part much like the fore part 23.18

106.20

Tuesday May 28th 1861

commenced with a strong breze from the southard & Eastward Bark under double reefed topsails courses and jib. middle and latter part much like the fore part. Lat S

Long E

Wednesday May 29th 1861

commenced with a strong breze from the southard & eastward Bark under short sail. at 4 PM gamed the Ship Parachute Captain Howland 300 Sperm. middle and latter part quite moderate. all sail set steering by the wind Mr Cleveland afflicted with the piles. two sails in sight during this day

Lat 22.12 South Long 107.26 East

Thursday May 30th 1861

this day commenced with a light breze from the southward and eastward all sail set steering by the wind working to the southward. middle and latter part much like the fore part one sail in sight during the fore part. Lat 22 23 South

Long 107.50 East

Friday May 31st 1861

commenced with a light breze from the southward and Eastward Bark under whole sail working to the (southard) southward. middle and latter part fresh breze.

Lat S
Long E

Saturday June 1st 1861

commenced with a fresh breze from S & E Bark under whole topsails courses and jibs at about 1 PM. raised breaches ahead middle part strong breze latter part moderate gale. one sail in sight.

Sunday June 2nd 1861

commenced with a moderate gale from the S & E Bark under short sail. middle and latter part much the same

Monday May 3rd 1861

commenced with a moderate breze gale from the S & E ship under short sail. at 3 PM spoke and gamed the Ship Nassau. saw nothing since. so gamed last

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Remarks on (bark board Bark Arcashonks

Monday (May) 3rd June 3rd 1861

middle part strong latter part fresh. working to the windward. one sail in sight. so ends. Lat S
Long E

Tuesday June 4th 1861

this day commenced with a fresh breze. all sail set steering by the wind. at 5PM gamed with the Ship Nassau middle and latter part moderate breze all sail set working to the southard and Eastward, two sail in sight. Lat South
Long East

Wednesday June 5th 1861

this day commenced with a moderate breze from the S&E fore part all sail set steering by the wind. at 5PM gamed with the Ship Congress. Captain Eastino just finished boiling his second Whale 60 barrels Whales 120 barrels. middle and latter part squally and raining. latter part wind about W. steering latter part E by S two sails in sight.

Thursday June 6. 1861

this day commenced with a strong breze from the W&W ship heading by the wind on the Starboard tack. at 6PM took in foresail & Foretopsail. middle and latter part fresh gale from the S & W. about 4PM close down the Main topsail and wore ship heading to the N & W. at the same time split the Main topsail close it up and furled it. at 6.30 AM sent it down & bent a new one, employed the latter part repairing the old one. 24N0
11W14

Friday June 7th 1861

this day commenced with a moderate gale from the S&W employed the fore part repairing the Main topsail latter part more moderate one Sail in sight. Lat 24N12
Long 11W35

Saturday June 8th 1861

commenced with light air. at 1PM gamed with the Bark Draco. on Whale this season. at 2PM sent down the New main topsail and bent the old one. middle and latter part much like the fore part. I have been grievously afflicted with with the Tooth ache. it lasted about 30 hours 24N8
11W51

Sunday June 9th 1861

this day commenced with a light breze all sail set steering no course in particular as I know of. at 11AM gamed with the Draco I sent two letters by her as she is going down to Arajier. middle and latter part much like the fore part. so ends this day

Monday June 10th 1861

this day commenced with a light breze all sail set steering to the Westward. middle and latter part much like the fore about 4.30 AM heard after black fish. Lat S
Long E

Tuesday June 11th 1861

commenced with a light breze all sail set steering by the wind. wind from the N&E at 5PM saw several Finbacks latter part almost a constant rain one sail in sight.

Wednesday June 12th 1861

commenced with a light air and raining at 2AM heard large breaches on the weather bow. one sail in sight middle and latter part much the same

Thursday June 13th 1861

commenced with a calm at 10AM lowered a boat after black fish. but without success. one sail in sight. & latter part steady rain so ends

Steward for Black Fish & Co Gram. Friday June 14th 1861

commenced with a strong breze Bark under double reefed topsail & raining. at 3PM gamed the Bark Dartmouth one Whale this season 60 barrels middle and latter part light air. very much such a day as it was one year ago to day sober. I was in the mouth of Bedford River after having absent 42½ months Sails in sight. one of them a Merchant vessle

Lat S
Long E

Saturday June 15th 1861

this day commenced a light air from ~~South~~ somewhere Bark steering by the wind. middle and latter part fresh breze one sail in sight Lat South Longitude East

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Remarks on board Bark Awashonks. Capt Marble

Sunday June 16th 1861

this day commenced with a strong breeze Bark under whole topsails employed baking out water. about 2PM double reefed the topsails at 3PM close reefed the topsails and furled the courses. at daylight made all sail steering W.N.W the latter part one Sail in sight during the fore part of this day. One year ago to night I was a happy man. yea thrice happy. but at that time I was seated in the Methodist Wesley Prayer room for the first time in my life (in that room) it impresses my mind this evening very forceably I often think of it.

Latitude 22m 6 South
Longitude 112m 50 East

Monday June 17th 1861

this day commences with fine weather and moderate breeze all sail set steering N.W by compass the fore part. middle and latter part fresh breze. at 11AM raised a sperm Whale Ship steering to the Northward. abot the same time raised a Sperm Whale

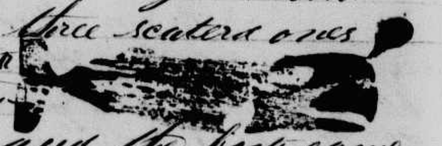
raised three more at 11hr 45m. and shortly after the Waist boat and shortly after the chasing Sperm Whales

and shortly after lowered the L.O Boat from so ends this day

Latitude 22m South
Longitude 112m 39 East

Tuesday June 18th 1861

this day commenced with a fresh breze Bark under whole topsails. during the fore part employed chasing Sperm Whales. middle and latter part light wind. about 10AM raised Sperm Whales. three scatterd ones lowered the Starboard boat and soon after the other three chased them for a short time when they all came up gallied and the boats came aboard the Whales going to the Southard after they were gallied and about NN before we lowered.



Latitude 21.25 South
Longitude 112m 48m East

Wenesday June 19th 1861

this day commenced with a moderate breze bearing to the northard after Whales. the wind about SSW middle and latter part. much like the fore part employed the latter part bakeing out Ships stores viz Molasses Rice Beef & Pork.

Latitude 21m 31 South
Longitude 113m 37 East

On the West coast of New Holland

Thursday June 20th 1861

these twenty four hours commenced with a fresh breeze from the Southward. steering to the W & S during the fore part. middle and latter part steering by the wind. latter part squally with rain. At

21m 10
112m 50

Friday June 21st 1861

this day commenced with light wind and cloudy at 4 AM raining. middle and latter part. fresh breze.

Latitude 21m 19 S
Longitude 112m 54 E

Saturday June 22nd

commenced with a moderate breze all sail set steering by the wind. at 3PM saw a small white water on the lee beam middle and latter part of this day. more like the fore part. things begin to wear a dark aspect and looks rather dubious for a voyage for time will tell

Latitude 21m 20 South
Longitude 113m 26 East

Sunday June 23rd 1861

this day commenced with a moderate breze all sail set steering E by compass. the wind is from the southward. employed in shifting the fore part. midle and latter part equally.

Latitude 20m 6 South
Longitude 115m 40 East

Monday June 24th 1861

this day commenced with a moderate breze from the Southward. steering N. middle and latter part moderate. takes the fore part. middle and latter part steering to the W & N.

Lat 19m 08 S
Long 116m 12 E

Tuesday June 25th 1861

commenced with a fresh breze from the S & E steering to the N & E. midle and latter part light breze. steering by the wind.

Lat
Long

Wednesday June 26. 1861

this day commenced with a light breze from the S & E. middle and latter part fresh breze all sail set steering by the wind. heading to the W & N. this night commenced to stand sea watches.

Latitude 17m 35 South
Longitude 117 48 East

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Remarks on (the) board Barb Accrashanks

Thursday June 27th 1861

these twenty four hours commenced with a fresh breze from the abeit E&E S. all sail set steering S by the wind on the Starboard tack. heading about E&S. middle part E. latter part steering N. by compass. Latitude 16m48 S Longitude 118m18 E

Friday June 28th 1861

these twenty four hours commenced with a fresh breze from the S&E. all sail set steering N. at 2AM++ fell the F.J.G. sail. middle and latter part moderate breze: wind about S&E the weather grows warm very fast as we go to the Northward. Lat 16m24 (Rancpies) Longitude 118m40 E.

Saturday June 29th 1861

this day commenced with a moderate breze from the S&E all sail set steering N by compass. at 4AM felt quite unwell kind of a sick headache could not eat any supper. middle and latter part fresh breze. so ends this day Latitude 16m50 S Longitude 118m28 E

Sunday June 30th 1861

this day commenced with fresh breze from E.N.E. at 4AM moderate breze. at 6AM set the Fore topgalantsail. middle part moderate latter part light. steering. Latitude 9m95 S N.E.E Longitude 118m31 E

Monday July 1st 1861

this day commenced with a light breze all sail set steering to the Northward. at 4PM raised land on the lea bow. (The Island of Sumbara) at 6PM hove to on the wind. at taking in all of the light sails at daylight steering West with a strong breze

Tuesday July 2nd 1861

commenced with a fresh breze all sail set steering to the Westward running along the Island of Sumbava at about 3.30PM anchord of the Town of Bally (Island of Sombock) in 7 fathoms of water hauld out 45 fathoms on the Starboard chain. middle latter part light airs latter part this day will be (but twelve hours long) thirty six hours. one Sea day and one half of a Civil day. latter at about 9AM carred in a raft of water cask and filed it but there being so much surf on that we could not raft it without endaingering our boats

59

Laying in the Port of Bally. East Indies

Wednesday July 3rd 1861

this day commenced with fine weather with a light land breze called all hands at 5AM and went ashore and (got a) bought of a raft of water. after breakfast all the Starboard watch on Liberty, employed on board Ship stowing down water shifted the tackle and rove a catfaul. the weather here is very warm. the sea breeze blows here most of the day and a land breze at night. there is quite a Surfer here on the beach when the trade wind blows. as the Town of Bally is on the weather side of the Island

Thursday July 4th 1861

this day commenced very beautiful at 6AM the Starboard watch went ashore on bet liberty. I employed myself the fore part of the day going along the beach geathering some inferaer shells. and before coming on board I geathered a few Flowers out of Malay (the Native of the Island) Graveyard. as for Bally I cannot say much in its favor the most that there is here is Fowl. Eggs sweet Plantes Cocoanuts and Bananas. besides getting water and Rice

Friday July 5th 1861

this day commenced with a fresh ~~breze~~ a calm employed getting of Recruits. latter part fresh sea breze during the after noon went ashore and carred the cloths to dry for Recruits (Note) the Women of Bally are very shy of Foreigners for when they see us coming especially if a little Grey they will immidiately take leg bale for security

Saturday July 6th

this day commenced with a light air off shore at 3.15 AM called all hands hove up and made sail at 4AM 18++ stowed the Anchors & Chains. this day will be but 12 hours long. ending at 12 Meridian. at 8AM take the sea breze came out clear of the land by making the one tack. while lying in Port we took on board about 700 Sweet Potatoes 300 Eggs Sweet potatoes 60 Cocoanuts 300 Pumpkins beside getting some Bananas and oranges

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Remarks on board Bark Awashonks Captain Marble

Sunday July 7th 1861

this day commenced with a fresh sea breze from the S&E all sail set steering by the wind on the Larboard tack. heading to the S&W middle and latter part much like the fore part

Latitude 11.00 S
Longitude 116.10 E

Monday July 8th 1861

this day commenced with a fresh breze from the S&E. steering by the wind heading about SW by W. all sail set. fel quite unwell to day caused I think by having a bad cold. at 4.30 PM came down from aloft and turned in my bunk. the Hamblin standing my watch through the night. at 6 AM took a dose of salts at 7 AM fel better, at 8 AM strong breze take in all the light sails. latter part the same as the middle part

Latitude 12.19 South
Longitude 115.12 East

Sunday July 9th 186

this day commenced with a strong breze Bark under whole topsail course & jib about 2.30 PM double reefed the topsails middle and latter part much like the fore part at night I stood my watch. so ends this day 16.90
1141.80

Wednesday July 10th 1861

this day commenced with a strong breze from the Southward & Eastward Bark under double reefed topsails courses & jib at 2 PM took in jib and Spanker Bark heading about South by compass. middle part much like the fore part latter part more moderate at 9 AM set the jib and Spanker 16.4
114.9

Thursday July 11th 1861

this day commenced with a strong breze Bark under double reefed topsails courses jib & Spanker at 4 AM saw a sail going to the Northward one the other tack Bark heading about S&E. middle part quite calm latter part more moderate. at 6 AM set the flying jib so ends these twenty four hours working to the Southward and Eastward

at 2 PM

Latitude 17.46 South
Longitude 115.83 East

Friday July 12th 1861

this day commenced with a fresh breze from the Eastward Bark under whole topsail courses jib and Spanker at 1 PM set the Maintopgalantsail at 3 PM Maintopgalant = Staysail and Mizen Topgallant Staysail Bark heading about S&E. steering by the wind. middle and latter part moderate so ends

Latitude 19.07 S
Longitude 116.22 E

3333

Saturday July 13th 1861

this day commenced with a light breze from the Northward and Eastward steering by the wind heading about E&S by compass at 2 PM. got down the fore topgalantsail. and unbent the Fore & Main Staysail and put them below. middle part calm at 5 PM light breze from NW at 10 PM. wind about took in all the light sails Bark heading about E&S. latter part strong breze from the Southward

Latitude 19.11 S
Longitude 117 E

Sunday July 14th 1861

this day commenced with a strong breze from the Southward Bark heading at 2 PM E&S at 7 PM SE at 4 PM saw a Whale called it a Humpback made all sail at 3 PM. at 6 PM strong breze double reefed the topsails. standing two hours on a tack at daylight raised Land. at 8 AM commenced to get the anchors of the bow came to anchor about 1 PM in 10 fathom of water saw several Humpbacks during the morning. at 8 AM the Larboard Quarter boat went ashore cause of just before dark bringing off a quite a quantity of shells and coral stones this day I shall make 36 hours long and each single time whales we lay here Humpbacking

Remarks on board Bark Acoashnet

Monday July 15th 1861

this day commenced with a strong breez from about E b S. at 2 PM saw several Whales off shore going to the N & E. about 4 PM the wind went down so that it were quite nice and smooth

Tuesday July 16th 1861

this day commenced with a fresh breez at 9 AM the Bow & Starboard boat went ashore where I got some shells and some stone coral. during the fore part saw several Whales outside

Wednesday July 17th 1861

this day commenced quite fine light breez and smooth sea. no Whales in the Bay to day the Starboard & Waist boat went ashore the Starboard Boat went ostering & fishing but got no fish. the shore here abounds with Rock oysters. the boat got a good supply of them. when the other boats came they brought a large swarm of flies of with them

Thursday July 18th 1861

this day commenced with a calm employed the fore part setting up the fore and aft stays. at 12 PM raised two Whales in the Bay got dinner and lowered the fore boat and chased Whales untill 4 PM and then came on board

Friday July 19th 1861

this day commenced with a light air. a number of Whales in sight outside. employed setting up the the Main & Mizen rigging. at 10 AM. the Bow boat went ashore where I got a small quantity of shells. at 4 PM the weather became cloudy and threatning but it soon passed off and became good weather again came along side about 7 PM as we had a head wind and tide we made but slow progress towards the ship. at dark one Sail in sight outside a Bark. at 11 PM fresh breez from about S S W

Saturday July 20th 1861

this day commenced with a light air at 7 AM raised a cow & calf bound out of the bay lowered and chased them about 6 or 7 miles. about 10 lowered after

of Rose mary Island

Saturday July 20th 1861

two Whales outside. lowered without success. about 2 PM the Bark Lagoda arrived here. three men of ours the Third & Fourth Officers and one man forward. on account of sickness the former (for A. H. Baxter having had his leg broken and the latter his arm both doeing well. latter part fresh breeze from the Southward and Westward

Sunday July 21st 1861

this day commenced with a fresh breeze from the South saw no Whales in the bay to day. some of our men employed in fishing. saw the Lagoda lower a boat and go in shore. We lay within half a mile of each other

Monday July 22nd 1861

this day commenced with a strong breze from the East employed the fore part taring down the rigging the latter part chasing Whales. during the whole of this day I have been troubled with the Tooth ache

Tuesday July 23rd

this day commenced with a strong breze from the Eastward employed the fore part baking our Bread between decks and copering it latter part employed taring down the main rigging. at 1 PM the Larboard boat went ashore on Green island after some greens I believe but did not get any. one of the men got a number of Gulls Eggs. and some of the men got some shells. to day my teeth has ben quite easy. at 10 PM a very strong breze from the Eastward

Wednesday July 24th 1861

this day commenced with a fresh gale of wind & thick mist the North rock bearing right astern. at about 6 AM the ship commenced to drag. about 8 AM called all the Officers the ship nearing the Rocks gradually cleared away the Starboard anchor and paid out 30 fathom on it at 6 AM (day light) the wind made the Sea all of a feather white got breakfast and then sent down the fore & main topgalant yards and then the Waist and Mizen Topmas we lowered. about 10 AM put the Cable to the anchor

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Remarks on board Bark Awashonks

Wednesday 24th 1861

over on the Starboard bow and bent on two fluke chains and about 12 M but the fourth anchor overboard bending on a hawser and two cutting falls we let it go over the side, at 10 M the wind has abated and the Sea has smoothend very much. about 4 PM took up the two small anchors about 6 PM first 6 PM three boats came from the Sagoda in order to ~~by~~ to cast the Ships bow of shore and we commenced to heave short before getting short - made all sail with the exceptions of the mainsail that we could make. and as she would not take on the offshore tack we let her go on the inshore tack (Starboard tack) and as the tide was setting in she went all clear of the weather point - came to anchor again about 6.15 PM in 11 fathom of water. pack out - about 60 fathom on the Starboard chain and furled the sails latter part fresh breze again

Thursday July 25th 1861

this day commenced with a strong breze from the E by E about 2 PM drop the Starboard anchor. from 6 to 10 PM employed clearing up the Ship such as (stowing) lashing up the spars stowing away the hawser & cutting falls and the two small anchors and clearing up the fore hook. at 12 PM the wind moderated and the sea smoothen at 6 PM I went on board of the Sagoda and saw Mr Bagg

Friday July 26th 1861

this day commences strong as usual (strong breze) at 10 PM the wind blew a regular gale of wind, at 12 PM hauled up the Starboard chain and found no anchor on it. the shackel shackel having either broken of or given out some other way. employed the afternoon in getting over anchor out of the fore hook and bending it on the bow. weight - 1107 lbs and broke the end of the cables on deck and made them fast. pack out the hook of the Starboard chain about 60 fathom. latter part fresh

Saturday July 27th 1861

this day commenced with a fresh breze at 12 PM moderate at 3 PM the Starboard boat went ashore on Sketuck island

65

Sunday July 28th 1861

this day commenced with a fresh breze of wind. at 2 PM quite moderate saw the Sagodas boat go ashore

Monday July 29th 1861

this day commenced with a fresh breze latter part moderate at 7 PM towed the Starboard bow boat but the wind and tide being so strong that we could make but little progress. and so we made soon came aboard. the latter part of the day is generly quite moderate. and commenced to blow again just before daylight and then commences to moderate again about 12 PM

Tuesday July 30th 1861

this day commences with a little less wind than the day previous. saw no whales to day. at 6 PM a boat came along side from the Sagoda

Wednesday July 31st 1861

this day commenced with a fresh breze. at 7 PM set up the flying jib stay. during the day ~~we~~ handed the jib & flying jib. and tard down the head stays. at 2 PM went on board of the Sagoda. during the afternoon took the four boats and went about two hours for the anchor that we lost but did not find it

Thursday August 1st 1861

this day commenced with a fresh breze. latter part light breze. tried ~~to~~ again this afternoon to ~~to~~ sweep the Anchor but unsuccessfull as before

Friday August 2nd 1861

this day commenced with a fresh breze from the S by E (offshore) at 9 AM the Starboard & West boat went ashore at about 10 PM a Native came on board they all go naked just as they came into the world they live mostly upon worms and when they com on board of a ship they generly ask for bread and knives. their only conveyance is upon a log of wood. during the latter part of the day went again for the anchor but without success

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Remarks on board Bark Arcashonks Capt Marble

Saturday 3d August 3rd 1861

this day commenced with a strong breze of shore. at 10A the Waist boat went fishing about 3 the Starboard and Bow boat went ashore and along side. about dark. the Waist boat returned without any Fish

Sunday August 4th 1861

this day commenced with strong breeze from the Eastward. at 2PM moderate breze. when there is a breze here the air appears to be real cool, the ~~sun~~ wind generly commences to blow about 2or3PM and at 12M it gradualy goes down untill it gets to be a light breze

Monday August 5th 1861

this day commenced with moderate breze at 10A6M fresh breze as usual. no Whales in the bay. and I think that there is going to be many here this season. at 7AM broke out a cask of Bread

Tuesday August 6ty 1861

this day commenced with a moderate breze. at 5AM the two greater boats went of to Rose may Island. at 10 fresh breze latter part much like the fore part. about 5PM the boats returned. saw but one Whale outside to day

Wednesday August 7th 1861

this day commenced with light breze. at 4AM the Starboard and Waist boats went outside cruising saw three small Whales. at 4PM the Bow Boat went ashore on Green Island saw one Whale in the Bay towards night. the boats outside returned about dark

Thursday August 8th 1861

this day commenced with a light breze from the Westward. Hove up and got underway about 9AM steering to the Eastward. the Dragoda going out a little before us. This days will be but 12 hours long

Friday August 9th 1861

this day commenced with light breze from the Eastward at 2PM raised a sail at 6PM prowere of Sea Gender this is Nantucket Home
Island

17

At Sea North coast of New Holland

Friday August 2th 1861

about 7AM gamed with the Dragoda and Nassau Capt Herrenden the Nassau having just com from Turtle island having taken but one Whale. Captain Herrenden complains of his Breast. middle part fresh breze from the S & W steering N.W. latter part steering N.E. at 9AM stowed the Anchors & Cables. during the latter part sent the Fore & Main togalant mast aloft. latter part moderate

Saturday August 10th 1861

this day commenced with a light breze from the S & W steering to the N & E. employed setting up the togalant rigging. at 3PM crosed the fore togalantyard. about 7AM the Main togalant yard. and fided the Mizen topmas and set up the rigging. all hands on deck during the last two days 18 1

Sunday August 11th 1861 117 26

these twenty four hours commenced with a light breze from the S & E. steering N & E. employed the fore part washing ship. at 9 sundown shortened sail. middle part fresh. latter part moderate. at Sunrise. made all sail Lat S
Longitude E

Monday August 12th 1861

these twenty four hours commenced with a moderate breze from the Eastward. all sail set steering by the wind working to the Northward & Eastward. at 6PM squared in the yards steering W.S.W. middle part steering W by S. middle and latter part much like the fore part

Lat 17 59 S
Long 116 17 E

Tuesday August 13th 1861

this day commenced with a moderate breze from the S & E. all sail set steering to the Southard and Westward middle and latter part. to light breze. Latitude 18 11 6 S
Longitude 115 11 6 E

Wednesday August 14th 1861

these twenty four hours commenced with a light breze employed tureing in the foretopmast rigging, middle and latter part much like the fore part.

Latitude S
Longitude E

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Remarks on board Bark Awashonks

Thursday August 15th 1861

these twenty four hours commenced with a light air from the S & E. steering to the Southward & Westward. about 2 PM lowered for Black fish. about 5.30 PM saw a spout at 6 the ship and stood to the N & E. at 9 AM tack again and stood to the S & W. when one of the men was in the act off rearing the main sheet he fell overboard but soon got him again. and on Friday 16th we had a man to fall overboard the same way but as he was a good swimmer we soon rescued him from a watery grave by the means of a boat. middle part much like the fore part latter part fresh heading W S W

19.07
119.111

Friday August 16th 1861

commenced with a fresh breze from the Southward steering by the wind heading W S W. at 1.30 PM took in main topgalantsail. middle and latter part strong at 4 AM took in the gaffsail at 7 the flying jib and mizentopmas. & maintopgalant staysail

Saturday August 17th 1861

commenced with a strong breze from S S E. under whole topsails courses jib & Spanker. at 6 PM double reefed the topsails. steering S W. [middle and latter part] middle and part fresh latter part moderate

96.58 109.55

Sunday August 18th 1861

this day commenced with a moderate breze from the Northward steering S W. at 6 PM shortend sail middle and latter part light breze 24.00
108.38

Monday August 19th 1861

this day commenced with a light breze from the N W middle and latter part much like the fore part

21 96
1861

Tuesday August 20th 1861

this day commenced with a light air from the N W about 3.30 PM lowered the Waist & Larboard boat after some kind of a fish. (which proved to be a grampass) about 4 off PM the wind came out from the

off the North West coast of New Holland

Southard & Eastward. tooke in the light sails and double reefed the topsails latter part strong breze steering W by S. (Note) of late when the weather is rough I am apt to be Sea Sick I am afraid that I shall never outgrow it; Seat- Song E

Wednesday August 21st 1861

this day commenced with a moderate gale from the Southward steering to the Westward Bark under double reefed topsails foresail & jib. middle part strong latter part moderate, at 7 AM turned the reefs out of the topsails. Latitude 21.36 S
Longitude 104.46 E

Thursday August 22nd 1861

these twenty four hours commenced with a strong breze from the Southward & Eastward. at 7.30 PM saw a sail steering to the Northward. at Sundown Shortend sail and kept to the wind on the Starboard tack. wind about S S E. Bark heading S W at day light made sail steering W by N. latter part W W
Latitude 21.30 South
Longitude 103.00 East

Friday August 23rd 1861

this day commenced with a fresh breze from the S S E maintopgalantsail set. at night Shortend sail and kept to the wind. steering to the Westward. middle and latter part moderate. so ends this day Latitude S
Longitude E

Saturday August 24th 1861

this day commenced with a moderate breze from the S & E steering by the wind heading about S W at 2 PM kept the Bark off at night shortend sail steering N W b N. middle and latter part light breze
Latitude 21.00 S
Longitude 101.40 E

Sunday August 25th 1861

this day commenced with a moderate breze all sail set heading to the N W. middle and latter part fresh
Latitude S
Longitude E

Monday August 26th 1861

commenced with a fresh breze all sail set steering by the wind heading N W. at 6 PM tooke in Main = topgalantsail

Providence Rhode Island Public Library, Nicholson Whaling Log Collection, 53

Monday August 26th 1861

latter part fresh breze so ends this twenty four hours

Latitude 18° 17 S
Longitude 168° 56

Tuesday August 27th 1861

these twenty four hours commenced with a strong breze from E.S.E. Bark under (double) reefed topsails courses jib & spanker at 7 AM double reefed the topsails at 10 close reefed the foretopsail. at 7 PM turned the reefs out of the Maintopsail. steering N.E. by N. Lat 15° 56 South Longitude 164° 14 East

Wednesday August 28th 1861

this day commenced with a fresh breze from ESE steering NNE. at 7 PM more moderate Bark under close maintopsail and double reefed fore courses jib & Spanker at 12.30 AM turned the reefed out of the fore topsail at 4.30 made all sail. middle part squally & latter part fresh

Latitude 13° 18 South
Longitude 164° 58 East

Thursday August 29th 1861

this day commenced with a strong breze from ESE. all said set steering NNE. at 6 PM broke in maintopgallantsail at 8 broke in foretopsail at 12 Meridian made all sail at about 4 saw Christmas Island ENE of abeast of it

10° 16
105° 27

Friday August 30th 1861

commenced with a fresh breze from the SSE steering N. all sail set. at 1 AM bent the fore topgallantsail at 4 AM I was taken unwell. during the middle watch I felt very unwell. turned in at 8 AM and have done the rest of the day

Latitude South
Longitude East

Saturday August 31st 1861

commenced with a fresh breze braze all sail steering NNE about 2230 AM raised Java Java head at eight shortened sail hoving to and at daylight made all sail and came to anchor about 1 PM in 7 fathoms of water and gave her 7 fathoms of chain. this day made it 38 Sheep Tea Vessels long I have not been on deck to day Mr Hamblen stood the watch for me to day

New Bay in one of the East Indies Archipelago

Sunday Monday September 1st 1861

this day commenced cloudy overhead the Starboard Watch ashore after shells during the day they got a number mostly Boys and Coconuts during the night shark fishing. moved

Monday Tuesday September 2nd 1861

employed to day eating Wood & Water. Mr Hamblen getting the Wood and Mr Hazard the Water. and the Captain hoeing the Wood off. got two rafts of water to day 22 cask in the first raft and 7 in the last raft. and the Whale boat brought off some load of Wood

Tuesday September 3rd 1861

employed to day getting of Wood & Water. during the day brought four load of Wood and 17 cask of Water and stowed it about all down. to day had two men to desert which astonished us they were five men about which deserted from the Bark Lagoda whilst laying in Arejier with a Whale Boat. to day the wind has blown very severe in squalls. to day I feel better than the day previous. have been around on deck all day

Wednesday September 4th 1861

commenced with strong breze employed getting of Wood and a small raft of water which makes the last of the water about 280 barrels. the latter part had the Watch Five Starboard boat fetch of Wood. I was one year ago to day since I left home to sail on this voyage.

Thursday September 5th 1861

employed to day getting of Wood. at 7 AM brought off a small stem for a studdingsail boom. at 10 AM coaled the boat boom bands. about 6 PM brought off all of our shoving overboard. we now have all of our chase room filled with wood and some in the blubber room about 20 boat load in all. I now have about regained my natural strength but it with the exception of not being quite so strong as usual

Friday September 6th 1861

to day strong breze all day from the Southward and Eastward. to day the Starboard Watch has been ashore after shells. some gay pink & yellow colored which others found but a very few and I was one of the latter

It is just one year ago to day since we sailed from home and only One hundred and Forty small sperm Oil Casks

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Remarks on board Bark Awashonks Capt Nash

Saturday September 7th 1861

this day commenced with a fresh breze. called all hands at daylight. cleared deck for getting anchor & hove short and made sail called the anchor aboard. 6 AM and went down to Arzier. wind variable during the day. at 6 PM shaland sail and left it the wind heading of shore. shortly after leaving it the wind a Malay boat came along side and we obtained a few Potatoes of them. at 8 PM saw sails in sight one heading to the Southward and Westward. at 7 PM Arzier Light bore about N.E. four miles distant, latter part fresh breze heading of shore with the head yards aback

Sunday September 8th 1861

this day commenced with a fresh breze from S.S.E. heading of shore with the head yards aback. at 1 PM wore ship heading in shore. middle part light baffling air about 4.30 PM came to anchor of the Port of Arzier in 7 fathom gave the Ship 60 fathom of Chain. found the Bark Sagoda lying here having been ready for Sea for 8 days the Authorities ashore having his papers (Ships Papers) and refusing to give them up. to day we hear of the War between the North & South. The tide runs very rapid here I should judge three Knots, 7 PM it is now a steady rain storm all hands appear to be rather discouraged disconsolate to night for fear of there not being no Letters here for the Awashonks

Monday September 9th 1861

this day commenced rainy. at 10 AM the boat came from shore (our boat) bringing the Ships Letters & Papers there. from around Arzier. four men went ashore forward the Harbour Master not allowing but four men to come ashore at a time, and only stay half a day at the

Tuesday September 10th 1861

this day I went ashore on Liberty & staid the fore part of the day was not enough of the shore and came aboard and finished writing. to day we received a quantity of Beans and potatoes and pumpkins; and so on.

In the Port of Arzier Island of Grand. September 11th 1861

Wednesday September 11th 1861

employed to day getting of Bananas and four men ashore on Liberty. this morning I sent a Letter Home by the Bk Sarah Snow of Boston. at night I wrote another to send by Mail in its place

Thursday September 12th 1861

the Ships crew employed to day doing little or nothing about 9 AM four Boatmen Cooper & three of the Officers went ashore and had a Bannock. to day I sent two Letters to the U.S. one for Henry & the other one to Father middle and latter part a very light air and very warm

Friday September 13th 1861

about 9 AM the Captain came to anchor on board. soon short and made preperations for Sea about 11 AM 1/2 made sail and hove up. standing out in the Straits this day will be but 12 hours long Civil time

Saturday September 14th 1861

this day commenced with a light breze from the S.S.E Bark under all sail about 2 PM hoisted the anchors and stowed the Chains at 4 PM take in foretopgallantsail at 6 take in gaff topsail at 6.— PM set the foretopgallantsail steering W.N.W. by compass at take in the topgallantsail middle part squally and raining. at daylight braced up the yards and left to wind heading about S.W. latter fresh breze with the M.S.S.S. set Latitude S
Longitude E

Sunday September 15th 1861

these twenty hours commenced with a fresh breze from S.S.E steering by the wind. at 6 AM set the F.S.S'l middle and latter part much like the fore part at 2 PM passed a Ship on the other tack. Latitude S
Longitude E

Monday September 16th 1861

commenced with a fresh breze from the S.S.E. steering

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Remarks on board Bark Awashonks

Monday September 16th 1861

& the wind heading to the S & W. middle and latter part much like the fore part— Latitude 11.48 S
Longitude 100.18 E

Tuesday September 17th 1861

this day commenced with a fresh breeze from S.E. heading S & W by compass. at 7h 30m AM saw small breaches. at 8 took in main topgallantsail heading the latter part about S by E. Latitude S
Longitude E

Wednesday September 18th 1861

this day commenced with a fresh breeze from about E.S.E. steering by the wind heading about S and sometimes S.S.E. at 2h 30m AM set all the light sails. latter part moderate
Latitude 16m S. Longitude 100.10 E

Thursday September 19th 1861

this day commenced with a moderate breeze all sail set steering by the wind heading about S.S.W. at 2h AM the wind hawled around about S. tacked ship and stood to the Eastward. at 7. the wind headed us off E.S.E. tacked again and stood to the Southward. latter part fresh
Latitude S. Longitude East

Friday September 20th 1861

this day commenced with a fresh breeze from the S & E. Bark heading to the S & W. middle and latter part strong breezy. at 5h 30m AM took in main = = topgallantsail at 7 took in the other light sails and double reefed the topsails Latitude S
Longitude E

Saturday September 21st 1861

this twenty four hours commenced with a strong breeze from from about S.E. Bark heading about S.S.W. under double reefed topsails courses & jib & Spanker. at 5h 30m AM turned the reefs out of the topsails latter part moderate Latitude 19.01 S
Longitude 98.29 E

Sunday September 22nd 1861

this day commenced with a moderate breeze all sail set steering by the wind at 4 PM light air heading W.S.W. wore ship and stood to the Eastward. at 5h 30m AM moderate breeze from W.S.W. latter strong breeze latter part fresh breeze steering E by compass Latitude 21.08 S. Longitude 98.57 East

From Arejier to Cape Lewin

Monday September 23rd 1861

these twenty four hours commenced with a moderate breeze from about S.S.E. all sail set. steering by the wind heading about E by S. at 11 PM calm at 3h 30m AM light air the Westward. Mr Hazzard is troubled severely with a fellon on his finger, the Cooper employed getting out a topgallan = yard latter part moderate breeze

Tuesday September 24th 1861

this day commenced with a fresh breeze all sail set steering S & E by compass. wind from the Westward. Mr Hazzard suffers very much by his finger, latter part moderate breeze & thick weather this day is my 26th Latitude S
Longitude E

Wednesday September 25th 1861

this day commenced with a calm at 3 PM clude down the topgallantsail haw hauled down the Stopsails and jibs and hauled up the courses, at 6 clude down the topsails it being a calm and a heavy swell running from the S.W. at 12 Midnight made all sail steering S.E. light breeze from the Westward at 7h 30m AM set down the Main topgallantyard. latter part moderate

at 4h AM sent up a new main topgallant yard and bent the sail

Thursday September 26th 1861

this day commenced with a moderate breeze from the S & W. steering S.E. middle and latter part much like the fore part. at 4 PM my Sextt commenced to take and observed all the rest of the day a steady breeze no sensation Mr Hazard suffers very much by his finger, Latitude S at 5h 30m AM saw the Linbaghs Longitude E

Friday September 27th 1861

this day commenced with a light breeze all sail set steering by the wind heading about E by S wind from the southard. at 2 PM my Sextt commenced to call it having ackes steady for twenty two hours and I have not realised a moments sleep during that time. at 5 AM middle and latter part much like the fore part at 6 PM tacked and stood to the S.W. heading S.S.E. wind S.S.E

23.04
104.12

Saturday September 28th 1861

this day commenced with a calm. middle and latter part moderate breze all sail & steering S.E. wind from the West. about 6 P.M. raised a school of Sperm Whales on the lee bow quarter about 7 lowered the three Starboard boats the Waist & Bow Boat darted the Waist boat a little [illegible] part of the Bow Boat Irons bringing up sailed it toggled bent up and refused duty. I do not know the reason of it. no one I believe being to blame Latitude 23 14 S
Longitude 104 37 E

Sunday September 29th 1861

this day commenced with a light breze employed chasing Sperm Whales until dark have been within 1/2 dart five times this afternoon but the Whales never stop, the Whales acted the foolishest that ever saw Whales act, at 9 A.M. raised Whales again. latter part steering to the Northward

Monday September 30th 1861

this day commenced with a fresh breze Whales in sight about 1 P.M. lowered the Starboard & Waist boat both boats going along side of a Whale two seperate Whales but darted but did not fast at 7 A.M. raised Whales lowered the three Starboard boats the Waist went on to one darted but the irons bounced of. in about one hour I went within a dart of one but he settled 22 50

Tuesday October 1st 1861

Tuesday October 1st 1861.

employed chasing Whales about 10 A.M. the boats came aboard and hoisted dinner dinner at 2.30 the Waist and bow boat lowered the Waist-boat struck about 4 P.M. darted him along side about 7 P.M. the Whale acted rather bad stood boats ready all the night. latter part employed cutting. soon after the Waist-boat struck the Starboard boat came down. the Bow boat was the second boat fast. the Starboard boat struck three times before the irons would hold they saw each time before. Latitude 22,9 S. 22 36 S. Longitude

Wednesday October 2nd 1861

employed to at cutting finished about 5 P.M. latter part-boiling. this Whale the Starboard Waist had the finest [illegible] ever struck Oh if we only had Five Hundred barrels what a change it would make in this Ship yes both ends of her

Latitude 23.05 South
Longitude 103.55 East

Thursday October 3rd 1861

employed boiling. light wind and pleasant weather steering by the wind latter part of day had a watch below Latitude 22 54 S
Longitude 103 36

Friday October 4th 1861

this day commenced with a fine weather employed boiling finished boiling about 6 P.M. latter part calm. Lat 22.55 Longitude 102.26

Saturday October 5th 1861

commenced with a calm. employed clearing up decks. at 3 P.M. light air steering Ely S. at 8 P.M. strong breze double reefed the topsails employed the latter part stowing down. Latitude 22.47 S. Longitude 104.18 E

Sunday October 6th 1861

commenced with a strong breze Bark under easy sail employed stowing down. finished about 8 P.M. a fine night we was about getting through a large stick of wood fell on my left foot which bruised it severely so as to lay me up at 4 P.M. washed of decks. middle and latter part = much like the fore part Lat 22.54 S Lon. 104.56

Monday October 7th 1861

commenced with a fresh breze at 6 P.M. raised a Sperm Whale about 11 P.M. the Starboard Waist boat lowered, employed in the latter part chasing Whales

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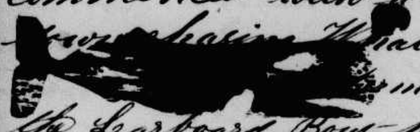
Remarks on board Bark Agwashonks Capt Mark

Tuesday October 8th 1861

commenced with a fresh breez the Larboard Waist-boat



saw Sperm Whales. about 1 PM the Main Boat struck a Sperm Whale and struck and got stove the Larboard Boat picked them up and killed the Whale took him along side and cut him the body in by 7 PM. at 8 PM commenced to take in his head Bark under double reefed mainstopsail & foresail employed clearing away his head Latitude S

Longitude E

Wednesday October 9th 1861

commenced with a strong breez from the S & E Bark under double reefed mainstopsail & foresail employed boiling middle and latter part much like the fore part. at 8 AM also reefed the main topsail. Latitude South

Longitude East

Thursday October 10th 1861

this day commenced with a strong breez from the S & E Bark under also reefed Main Top Sail & Foresail employed boiling. {Note} my foot is now getting somewhat better the swelling is going down very fast but it gives me much pain if I bare any weight on the front of the foot middle part much like the fore part latter part more moderate at also reefed foretopsail. at the end of this day about finished boiling, heading to the N W by W, Latitude

Longitude E

Friday October 11th 1861

this day commenced with a fresh breez from the S & E Bark under double reefed topsails Foresail jib & M S'l sail middle and latter part much like the fore part employed the latter part stowing down. Lat S

Long E

Saturday October 12th 1861

this day commenced with a moderate breez Bark under double reefed topsail & fore an aft sail employed hauling out the fore peak & end this day Lat S

Long E

went to work to dig

Sunday October 13th 1861

this day commenced with moderate breez from the S & E Bark under also sail heading to the Eastward at 6 AM tacked Ship and stood to the S & W.

West Coast off New Holland, S. & Boiseman

Sunday October 13th 1861

middle and latter part much like the fore part

Monday October 14th 1861

this day commenced with a strong breez from the S & E heading to the S & W. at 11 AM double reefed the foretopsail so ends

Tuesday October 15th 1861

this day commenced with a strong breez from the S & E Bark under double reefed topsails Courses & jib, Steerd as sundries also reefed the fore topsail. {illegible} the Captain and one Boatsteerer Alfred N Silden quite unwell with the Dysentery Dysteries Dysentery, middle and latter part much like the fore part. at 11 AM wore ship heading to the Eastward

Latitude 22.49 S. Longitude E

Wednesday October 16th 1861

these twenty four hours commenced with a fresh breez from the S & E Eastward Bark under reefed topsails heading about E N E at 4 PM tacked Ship heading to the S & W. the Captain more unwell to day. the Boatsteerer more comfortable towards night. middle and latter part much like the fore part, the Captain no better Mr Bamblen stands by to wate upon him night or day when needfull. made no sail the latter part Latitude 23.1 South

Longitude East

Thursday October 17th 1861

this day commenced with a strong breez from the S & E Bark under reefed topsails at 12 AM set the Mainsail. the Captain more comfortable. at 4 he appears to be worse. at 10.30 tooke in Mainsail & at 11 PM Staysail, latter part more moderate

23.36

Friday October 18th 1861

this day commenced with a fresh breez fresh breez from the S & E. Bark under double reefed topsail courses & jib. Capt Marble more comfortable to day. at 4 AM wore Ship and stood to the Eastward heading about E S E at 7 AM will Ship and stood to the S & W. at 10 made all sail intending to make some Port in Australia, the Captain appears to be growing worse, latter part strong breez from about S by E

Latitude 23.05 S

Longitude 104.30 E

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Saturday October 19th 1861

this day commenced with a fresh breez from S.S.E Bark under maintopgalantsail. steering by the wind heading about S.W.b.W. a NNW wind South wore ship and stood to the N.E. heading S.E. at noon took our fresh water (home water) middle and latter part moderate breez. Mr Clearland heading the Starboard Watch and navigating the Ship, and I head the Larboard Watch. Mr Hamblen taking care of the Captain and Mr Haggard sick of duty with a fellon the Captain a little more comfortable to day, Latitude 23.43 S

Longitude 104.42 E

Sunday October 20th 1861

this day commenced with a fresh breez all sail set steering by the wind heading S.E by compass. wind S.S.W. middle part more moderate latter part strong breez from S.S.E. Bark heading East on the starboard tack at 12 Meridian tacked ship and stood to the S.S.W. the Captain gradually failing growing weaker weaker all the time there is some danger apprehended as regard to his recovery Mrs Marble appears to bear up under it much better then could be expected

Latitude 21.20 S Longitude 106.20

Monday October 21st 1861

commenced with a strong breze from the S.S.E. Bark under all sail heading to the S.W. middle and latter part moderate breez. we make but little progress towards any Port the wind being right ahead. the Captain gradually fails every thing is don for him that we know how to do the

Latitude 24.36 South

Longitude East

Tuesday October 22nd 1861

this day commenced with a light breze varying from S.S.E to S.S.W Bark under all sail but making little progress towards any Port. the Captain has given up all hopes of ever getting well. It is heart rending to see what pains he undergoes, and suffers so finely he appears to be Resigned to the Lords will, Latitude 25.11 S

Longitude 105.29 E

Wednesday October 23rd 1861

this day commenced with a moderate breze all sail set the fore part heading to the Eastward middle and latter part heading heading about S.S.W

Wednesday October 23rd 1861 Lea time at 22nd arrived time about 6 AM as I was writing up my Log Mr Hamblen came out of the sick room and told me the Captain was dying I immediately closed my book and went to the sick room where I found the Captain experiencing most excruciating pain the hand of death was there although very sensible he first spoke to me and then I spoke to him. he told me that he was almost gone that he could not live until morning. he told that he was Resigned (oh what a consolation to his Weeping Wife & Child). but his Wife & Child it was heare to leave them almost as it was among strangers he had a few more words with me in which he asked me to be friend to his Wife, and then he requested the Officers all to be called down as he wanted to speak concerning the voyage, We all being down there he appeard to direct his conversation to Mr Clearland we being in there presence, he first gave directions concerning his corps his wish to have it preserved in Liquor and that it should be carred home in the vessel and that Mr Clearland should go in to Port and then proceed home with the vessel. that he should also write to the Agent of the Bark and also that he should take good care of his Wife & Child which Mr Clearland promised to protect with his own life. he closed by saying that he was in so much pain that he could say but little, and finished by saying may God Bless you all, soon after he enquired for George (his little Boy) and gave him a Dieing Fathers counsel & advice, I believe that all which stood around his Death Bead shead Tears of sorrow for him Mrs Marble bears up under the burden much better then could be expected under the present circumstances.

George Promised to try to fulfill his Fathers Dieing request which I hope he may be able to fulfill by the help of God. 8 22 days

He departed this life about 10.30 PM aged 47 years 11 months

Latitude 26.08 South

Longitude 104.26 East.

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Remarks on board Bark Awashonks

Thursday October 24th 1861

this day commenced with a moderate breze from the S & E Bark heading S W, there appears to me to be nothing but darkness around the Captain is gon but I can not realise it. the Cooper is to work making a Box to put him in at 5 P.M. Mr Cleveland had the corpse put in the Box, the Box being covered over inside with a coat of white lead and then lined the outside covered with canvas the box being painted outside and the canvas also) as it could not be kept any longer with safety middle and latter part much like the fore part Lat 26 40 S
The corpse is placed overhead under a boat. I think Longitude 104 03 E
it being her request

Friday October 25th 1861

this day commenced with a moderate breze from the S & E at 4 P.M from the S & W Bark heading W by N. at 4 hauled ship heading to the S & E. middle part moderate latter part fresh breeze at 8 P.M broke in S. topgallansail. at 7 A.M S.S.W & S. Lat 26 50
Long 97 10
this morning We were called 89

Saturday October 25th 1861

Saturday October 26th 1861

this day commenced with a fresh breze Bark under topsails courses. jib & Spanker. at 12 P.M reefed the fore topsail at 4 the mizen at 6 A.M started the back rope on the foretopsail bunt it up and put a stopper on it close reefed it and set it again. at 12 P.M broke out water middle and latter part strong breze. Four men of duty on account of sickness.
Mrs Marble looks like a Woman of much sorrow. I think no one knows what the undergoes. there appears to be a gloom spread all over the Ship but more especaly Aft it seems as if the head of the Family was gon. Latitude 27 16 S
Longitude 105 20 E

Sunday October 27th 1861

this day commenced with a fresh breze from the S & E middle and latter part much like the fore part standing on the Starboard tack most of these twenty four hors Latitude 28 18 S
Longitude 104 42 E

On the West Coast of New Holland

Monday October 28th 1861

this day commenced with a fresh breze from the S & E. Bark under all sail on the Starboard tack at 1 P.M tacked Ship and stood to the S & W. at 4 P.M took in the Fore topgallansail two men of duty fore ward and one Boatsteerer (sick) and the Fourth Officer. - middle and latter part much like the fore part
Latitude 29 08 South
Longitude 104 East

Tuesday October 29th 1861

this day commenced with a fresh breze from the S & E Bark under all sail heading to the Eastward. at 4 P.M tacked ship and stood to the Southward & Westward. middle and latter part moderate breze latter part heading to the S & W
Latitude 30 S South. Longitude 103 42 East

Wednesday October 30th 1861

Sixty Days
this day commenced with a light breze from the S & E Bark under all sail heading to the S & W. most of these twenty four hours. time appears to wear away very slow if we only had something to take off our mind I think it would be different. Latitude 29 41 South Longitude 102 East

Thursday October 31st 1861

this day commenced with a light air from the Southard Bark under all sail heading to the S & W at 1 P.M tacked ship and stood to the S & E. at 11 P.M tacked and stood to the S & W. middle and latter part much like the fore part of the day would have been Capt Marble Forty Eight Birth day if he
Latitude 31 05 S Longitude 103 56 E

Friday November 1st 1861

this day commenced with a pleasent and Light squalls. at 7 P.M. strong breze at 11.30 had an appearance of bad weather double reefed the topsails and hawled up the courses but it did not amount to much. at daylight made all sail heading about S by W by compass latter part fresh breze. Noticed to day that the Box which contains Captain Marbles remains had commenced to leak a little. Latitude 32 32 S
Longitude E

Saturday November 2nd 1861

these twenty four hours commenced with a fresh breze from the S & E all sail set on the Starboard tack heading from S W to S S W during the afternoon took in the light sails and set the main topgallantsail middle and latter part light breze
Latitude 33 26 Longitude 103 45

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Remarks on board Bark Awashonks

Sunday November 3rd 1861

this day commenced with a calm at 3 AM light breze from the Westward steering E by E. part of 7 pm. breze latter part the same Latitude 33°50' South Longitude 105°28' East

Monday November 4th 1861

this day commenced with a strong breze from S & W all sail set steering E by E by compass at 3 AM moderate at 4 calm latter part the same Latitude 33°37' South Longitude 107°52' East

Tuesday November 5th 1861

this day commenced with a calm during the night light air course E by E at 7 AM light breze from the N E E during the latter part of this day saw two new Zealand and N Z sail and a second handed for Logalan sail. latter part pleasent breze from the N E E. sends. By late I can say that I have enjoyed my mind very much the Letters that have found me I have perused (The snare of man) by the help of my Maker

Latitude 33°41' South Longitude 104°50'

Wednesday November 6th 1861

these twenty four hours commenced with a moderate breze from N N E steering E by E. at 2 PM saw the Mainsail yard shift-ben the sail and set it middle and latter part much like the fore part. at 6 PM set the Fore Sail Mas Studdingsails so ends this day

Latitude 34°21' S
Longitude 111°14' E

Thursday November 7th 1861

this twenty four hours commenced with a moderate breze from the N N W all sail set steering E by S middle and latter part much like the fore part employed in ships duty

Latitude 34° South Longitude 114°26' E

Friday November 8th 1761

this day commenced with a fresh breze from the Westward employed the fore part washing ship at 5 PM raised Land (Cape Naturaliste) at 8 PM shortened Sail and kept to the wind at 12 had a severe squall, at 8.30 AM squared the yards and kept her off by the wind, at about 5 PM came to anchor in a Geograph Bay of the Town of Vasse in four fathom of water, and gave her 60 fathom of chain, about 6 PM the Starboard Boat went ashore (NB) this days work will be thirty six hours long

In Geograph Bay November 6th 1861

Friday November 8th 1761

whilst coming up the Bay a boat (Whale Boat) came along side from the Fishery we learnt that this had been a very poor season here for Whales this fishery had caught but one, a "Hump Back"

Saturday November 9th 10th 1861

employed to day getting of a raft of casks and washing ship, about 2 PM Mrs Marble went ashore

Sunday November 10th 1861

this day commenced with a fine breze of shore the Starboard watch ashore on a run. to day I finished a letter I intend to send home.

Monday November 11th 1861

this day commenced with a fine weather, during the fore part of the day got a small raft of casks the latter part employed setting up rigging. to night I went ashore and spent part of the evening with an Old Lady (Mrs Bryant)

Tuesday November 12th 1861

this day commenced wet and lowry employed a part of day to good work in the rigging. at 2 PM quit work on account of rain

Wednesday November 13th 1861

employed to day working in the rigging, the weather this day squally with frequent showers of rain

Thursday November 14th 1861

this day commenced squally employed the fore part to work in the rigging the latter part repairing the foresail, to night I went ashore enjoyed myself very much (16 by the Cooper and Steward) Saturday 15

Friday November 15th 1861

employed to day repairing the Foresail & Mainsail, when weather fair might on board yet ashore at night

Saturday November 16th 1761

this day commenced cloudy the wind from the Northward and signes of a blow, finished this morning scattering employed the fore part clearing up decks, at 7 PM fresh breze from the N W. saw our men ashore to night. Mr Haggard and myself went ashore to night at 11 AM the Hated Ship commenced to drag let go the Starboard anchor and kept out 4 fathom and all the Starboard chain

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Geograph Bay. November 17th 1861

Sunday November 16th 1861

this day commenced with a fresh gale of wind from N.W. with heavy squalls of wind with rain ship laying with her anchor ahead during the middle part the ship dragged some at 10 AM commenced to send down the royal yard & topgallant yards and housed the topgallant mast, about 2.30 the Starboard bow went ashore and brought of the Captain. about 5 fine hove the cutting fall on the deck for and put it over the starboard bow, and had out forty five fathom on the Starboard chain. at 4 fine weather wind from the westward

Monday November 18th 1861

this day commenced with fine weather wind from the N.W. at 8 AM commenced to send the topgallant mast a[illegible] and got up the rigging, at 6 AM hove up the ~~Starboard~~ Starboard anchor and broke up the deck for at 10 AM hove in on the ~~Starboard~~ Starboard chain and dropped the Starboard anchor and had out chain 90 fm

Tuesday November 19th 1861

this day commenced squally. about 5.30 AM hove up and tacked the anchors. steering for Fremantle. course through the night North by West

Wednesday November 20th 1861

this day commenced with a light breze Bark under topsails and foresail at ~~6~~ 7 AM sent the Main topgallantyard a loft at 9.30 AM spoke the Pilot on board at about 7 came to anchor in 4½ fathom 7 fathom of water brought down one passenger from Swan Miss Carrington

Thursday November 21st 1861

this day commenced with fine weather Nothing worthy of notice to day Mr Eaves has got a bad cold to day I turned in and took a good sweat

47

Fremantle November 20th 1861

Friday November 22nd 1861

this day commenced with a fine breze the Starboard Watch ashore on Liberty, about 9 AM the Pilot came off and took the ship to sea, at 10 AM let go the anchor in 4 fathom water, veered out 15 fathom of chain, at 11 AM hove up the anchor and made sail, at 12 AM the Pilot left us, at 1 PM the Starboard Watch came on board, at 2 PM the Starboard Watch went ashore on Liberty, at 4 PM the Pilot came off and took the ship into the harbour, at 5 PM let go the anchor in 4 fathom water, veered out 15 fathom of chain, at 6 PM the Starboard Watch came on board, at 8 PM the Starboard Watch went ashore on Liberty, at 12 PM the Starboard Watch came on board

Saturday November 23rd 1861

this day commenced with a fine breze of wind the Starboard Watch ashore on Liberty, at 3.30 PM the carpenter brought of the Boy to put Capt Marbles boat in, and commenced to make a bed Boy to put over the side Boy

Sunday November 24th 1861

this day commenced with a fresh breze from the S.W. Westward, the Starboard Watch went ashore this morning and it came on to blow so that a boat did not come in after us, and so we all had to stop ashore all night, this being the first night that I have been out of the Bark since we sailed from home. during the day I attended the Congregation Church, and also the Sabbath School, and as it (took) a class, as they was short of a teacher I heard them recite and had to give them a little advice they appeared to be quite attentive, the Pastor of the Church is Mr Johnson some years previous to this he was a Missionary to Tahiti.

Remarks on board Bark Arvashonder

Monday November 25th 1861

this day commenced with a fine breze of shore the Larboard Watch on shore on Liberty, at 9AM fresh breze, to day the Men came from shore and sealed on the Bor (the Boats)

Tuesdy November 26th 1861

this day commenced with fine weather, this morning when the Larboard Watch came down we found that Three men had deserted and shortly after one of the Starboard Watch while on duty, there names were as follows. Johnson Frank B. Peter, & John, to day I mailed two Letters one for Vasse & one for U.S.

Wednesday November 27

this day commenced with fine weather at 8AM fresh breze, at 12 shipt four men and brought them off. about 2PM the Captain came on board, and then we set the Colours for the Pilot he came on board about 3,30 and the water Police after the Pilot. had searched the Ship commenced to heave up after having three in within within 15 fathom (there being contrary winds) the Windles fighting gear broke and one brake. gave her a chain again and let her go.

Thursday November

these twenty four hours commenced with a light breze employed repairing the Windles. the Bligh Smith ashore repairing the Iron work. at 8AM the Windles all fixed but to strong a breze to try to get underway the middle part of this day I have been troubled with the rash of the Diarrhea

Friday November 29th 1861

this day commenced with light breze at 6AM set the colours for the Harbour Master at 9 got under way to Harbour Master soon light us, got under way with the fore and aft sails called the greater part there make sail

Sailed from Fremantle for Mauritius November 29th 1861

Fremantle November 28. 1861

Saturday November 30th 1861

this day (Ramble Time) commenced with a fresh breze from the S.S.W Bark steering W.S.W. soon after getting underway sent the Gorstogalan yard aloft on the 29th chose watches, taking one of the crew (known by the name of Early) for a Boatsteer: to steer Mr Hamblen. We now have Set (the) three boats on the crains. middle and latter part strong breze

Latitude 30.34 South Longitude

Sunday December 1st 1861

this day commenced with a fresh breze all sail set steering W.N.W. wind about S.S.E at 2PM set the top sails studdingsail. middle and latter part more moderate.

Latitude 29.30 S

Longitude 108.46 E

Monday December 2nd 1861.

this day commenced with a fresh breze all sail set steering W.N.W employed the latter part braking over water. at 11AM sent up the main royal yard

Latitude 28.44 S Longitude 105 E

Tuesday December 3rd 1861

this day commenced with a moderate breze all sail set steering W by N. at 7PM set the main royal. middle and latter part much like the

Lat 28.10 S

Long 103.59 E

Wednesday December 4th

this day commenced with a moderate breze from the N.E cleared all sail set steering W.N.W middle and latter part much like the fore part

Latitude 28.12 South

Longitude 101.51 East

Thursday December 5th 1861

this day commenced with a moderate breze from the Southward all sail set steering the W.N.W. at 10AM braced the yards sharp up wind about S.W. Note at night set the main royal to-day winds & weather will permit day time taking it in and to take it in at night

Latitude 27.38 South

Longitude 100.07 East

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Remarks on board Bark Avonshire {LLB}

Friday December 6th 1861

this day commenced with a moderate breez from S.W. steering W.S.W. all sail set, at 2 PM strong breez at 2 PM Bark under heading about W.S.W. middle and (latter) part much like the fore part latter part strong breez Lat 26.32 Longitude 97.21

Saturday December 7th 1861

this day commenced with strong breez all said set steering by the wind heading about W.b.S. middle and latter part moderate breez from the S.W.

Latitude 25.40 S
Longitude 95.22 E

Sunday December 8th 1861

this day commenced with a fresh breez from the S.W. Bark under all sail steering by the wind heading to the N.W. the Carpenter employed making a lift main studdingsail boom middle and latter part moderate

Latitude 25.
Longitude

Monday December 9th 1861

this day commenced with a light breeze all sail set the fore part steering by the wind at 2 PM free wind course W. two Sails in sight middle and latter part much like the fore part

Latitude 25.08 South
Longitude 92.42 East

Tuesday December 10th 1861

this day commenced with a light air from the S.E. all sail set steering W. middle and latter part much like the fore part

Latitude South
Longitude East

Wednesday December 11th 1861

this day commenced with a calm at 8 PM saw a school of Grampuses middle and latter part light air

Latitude South
Longitude East

Thursday December 12th 1861

this day commenced with a Light breez from the S.E. steering W.S.W.

Latitude
Longitude

Saw Sail in sight

One Sail in sight

Clearland, Master from Fremantle to Cape Good Hope

Friday December 13th 1861

this day commenced with a fresh breez from the S.E. all said set steering W.S.W. at 7 PM the Cook was sent forward and another man took his place from forward, at 6 PM saw a sail of the lee beam steering nearly the same as we was. middle and latter part much more moderate Lat 27.

Latitude S. Long Long E

Saturday December 14th 1861

this day commenced with a light breez from the E.N.E. all said set steering W. middle and latter part much like the fore part Lat 27.10 S

Long 65.00 E

Saturday December 15th 1861

this day commenced with a moderate breez from the Eastward. all said set steering W.b.S. middle and latter part much the same Latitude 27.03 S

Longitude 69.04 E

Monday December 16th 1861

light winds from the Eastward all said set steering W.b.S & W.b.N. acording to the wind. at about 1 PM singed the Cook as in the rigging because he refused to go into the Galley the cook about 3 PM cut him down. Mr Hayward employed repairing a steven boat (the Gig Whale boat) so ends this day Latitude 27.10 S

Longitude East

Tuesday December 17th 1861

this day commenced with a light breez all said set steering W.S.W. Mr employed repairing the Pilot Boat. middle and latter part much like the fore part

Latitude 27.27 S
Longitude 79.52

Wednesday December 18th 1861

this day commenced with a light breez from the Eastward, steering to the Westward Latitude 27.15 S

Longitude E

Thursday December 19th 1861

this day commenced with a moderate breez from the Eastward steering W.S.W by compass Lat 26.48 S

Longitude 75.41 E

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92 Remark on board Bark Arrenshones

Friday December 20th 1861

this day commenced with a good breze from E.N.E. all sail set steering N.W.½W. middle and latter part much like the fore part Lat S
Longitude E

Saturday December 21st 1861

this day commenced with a moderate breze from the N.E. all sail set steering N.W.½W. middle and latter part the same Lat 25.11 S
Long 72.45 E

Sunday December 22nd 1861

this day commenced with a fresh breze from the Northward all sail steering W.N.W. middle and latter part much like the same. no observation to day.

Monday December 23rd 1861

this day commenced with a moderate breze and frequent squalls of rain. at 6 P.M. broke in the light sail and hauled up the mainsail. at 1 A.M. set the Mainstagsail and middle and latter part much like pleasr all sail set, steering W.N.W. Latitude 24.11.40 S
Longitude 66.30 E

Tuesday December 24th 1861

this day commenced with a moderate breze from the Eastward all sail set steering W.N.W. middle and latter part strong breze. Saw right ast. Lat 24.35 S
Long 64.10 E ast

Wednesday December 25th 1861

this day commenced with a strong breze from the Eastward, all sail set steering the fore & middle part W.by N. latter part N.W.by W. Saw Sails in sight, latter part a heavy sea swell running Lat 24.21 S
Long 61.12 E

Thursday December 26th 1861

this day commenced with a strong breze from E.S.E. all sail set steering W.by S. saw one sail in sight, middle and latter part equally
Latitude S
Longitude E

93 Capt Cleveland from Fremantle to East Cape

Friday December 27th 1861

this day commenced with a strong breze and cloudy weather at 2 PM steady rain, middle and latter part much like the fore part Latitude S
Longitude E

Saturday December 28th 1861

this day commenced with a fresh breze from the E. all sail set steering W. middle and latter part much like more moderate Latitude 24.40 S
Longitude 52.48 E

Sunday December 29th 1861

this day commenced with moderate breze all sail set which will draw, middle and latter part much the same Latitude 25.15 South
Longitude 52.45 East

Monday December 30th 1861

this day commenced with a fresh breze all sail set steering W.by N. at 3 PM raised a sail at 5 PM spoke the Barque Brunswick of Dartmouth 25 months out 590 Sperm no Whale. Spoke Letters from her for home middle middle fore and latter part fresh breze middle and latter part much like the fore part Latitude 25.06 South
Longitude 48.39 East

Tuesday December 31st 1861

this day commenced with a fresh breze from the Eastward all sail set steering W.N.W. at 7 PM spoke the Bark Brunswick of Dartmouth 25 months out 790 all total 590 Sperm 1 of Whale, the first Whale Sperm that we have seen since we arose in Sunda (up Lagoda) also learnt the Death of Capt Denolle of Bark Lagoda
Latitude 26.11 South
Longitude 115.51 East

Wednesday January 1st 1862

this day commenced with a strong breze from the E.S.E. steering W.N.W. all sail set middle part like the fore part latter part more moderate Latitude 28.08
Longitude 43.27 East

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Remark on board Bark Anna Louisa

Thursday January 2nd 1862

this day commenced with light moderate breezes from the S Eastward at 6 PM wind SE. all sail set steering WSW middle part much like the fore part - at 11 PM strong breeze from SSW Bark heading about W.S

Latitude 29m 11 S.
Longitude 41m 29 East

Friday January 3rd 1862

this day commenced with a strong breeze at 9 PM broke in the topgallantsail & flying jib and double reefed the topsails, at 1 PM sighted a Hermaphrodite Brig steering about S.W. & W. flying Hamburg colors, at 10 PM moderate breezy, all sail set the latter part

Lat 29m 54 S.
Lon 34m 47

Longitude [illegible]

Saturday January 4th 1862

this day commenced with a moderate breeze from the SSW steering W all sail set, latter part light air, sea ends

Latitude 30m S. South
Longitude 37m 48 East

SDS Head SWW 45 M, SBS 55 M

ADS Rock NW 1/2 W.

Sunday January 5th 1862

this day commenced with light air from the SSW, all sail set steering by the Wind heading to the NNW, middle and latter part, moderate middle and latter part - steering W by S, one sail in sight, steering about W, she appears to be quite a large ship, but a very dull dull sailor, if anything I think that we are a little the best sailor

Latitude 30 45 S
Longitude 36m 22 E

Monday January 6th 1862

this day commenced with a strong breeze from the NNE steering WSW at 7 PM commenced to take in the light sails, at 11 at 11 PM kept nothing out but two double reefed topsails Foresail and the two lower Stayesails, the night was extraordinary dark with almost constant lightning, but not very rough - at 11.40 PM the wind blew very strong and [illegible] the weather looked very threatening with light rain about 12 Midnight - close up

Capt Cleaveland from Fremantle to East Indies 1862

Monday January 6th 1862

the Fore topsail and sent the Watch aloft to hand the sail. and as they had nearly finished furling the sail and was in the act of passing the gaskets when one man fell from aloft and was overboard. Edward Exton Brumminghton Eng he was the farthrest out on the lee yard arm. I threw him a rope from over the taffrail but it did not quite reach him. all hands soon came at the main yard being hauled back we lowered the Starboard boat as soon as possable. Five Boatmen and two seamen and myself were in the boat, but I dont think he was ever heard after we got clear of the ship. We went as far as we though it was any use and saw nothing of him. and so we was obliged to return without. the ship had struck about one hour after the boat returned. (Was braced forward the main yard, the weather at this time was very good) and hauled down the Fore sail at 3 AM the wind commenced to blow again from about West - hauled up the Foresail and set the ship at 3.4 AM set the fore sail & foretopsail a close reefed Foretopsail at 12 Meridian Bark under double reefed topsails courses and jib. Four Sails in sight the Anna Louisa steers them both

Latitude 31m 17 South
Longitude 34 54 East

Tuesday January 7th 1862

this day commenced with a strong breeze from the SSW bark under double reefed topsail courses and jib, during the fore part - made more sail middle part - moderate at 9 AM strong breeze reefed the Foretopsail latter part - strong breeze with a heavy swell on

Latitude 31 50 S
Longitude 34m 14 E

Wednesday January 8th 1862

this day commenced with a strong breeze Bark under reefed topsails heading to the NW by W Four Sail in sight all bound the same way. at 9 AM broke in flying jib M.P.S. Stayesail & Mizen stay sail middle part moderate

Latitude 31m 40 S
Longitude 33 58 East

latter part calm

Four Sails in sight

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Remarks on board Bark Awashonks { of & from Boston

Thursday January 9th 1862

these twenty four hours commenced with a calm employed the fore part repairing the Mizenmast main sail middle and latter part moderate breze from S.W. steering W.S.W. by compass

Latitude 32.25 S
Longitude 32.23 East

Friday January 10th 1862

this day commenced with a moderate breze from the Eastward, all sail set steering W.S.W. by compass, at 6 P.M. caught a Porpoise a very large one, this day commenced hazy & cloudy during the first watch took in the light sails and double reefed the fore topsail and furled the mainsail. the middle part of these twenty four hours was very disagreable the weather dark and cloudy with much lightning, and very little wind at daylight made all sail wind from the S.S.W. latter part Barque steering about W.S.W. by compass. Latitude 33.07 South
Longitude 30.43 East

Saturday January 11th 1862

this day commenced with a moderate breze from the S.S.W. all sail set steering by the wind, middle part light latter part strong at 5 P.M. furld all the light sail, called the watch up from below and double reefed the fore topsail, but afterwards turned one reef out of the fore topsail and set the main topgallant sail between the squalls, at 12 Meridian the squalls over, about 30 minuets between each other, Saw Two Sails in sight, no observation to day, unreeved the flying jib sewed it and mended it

Sunday January 12th 1862

this day commenced with a strong breze from the S.S.W. Bark under reefed foresail & close main sail at 3.30 P.M. raised Lands end the South Eastern coast of Africa at 4 P.M. Set the Sail and double reefed the topsails

Saw Sails in sight steering to the N.W.

97 Capt Cleveland. From Freemantle to East Cape

Sunday January 12th 1862

heading of shore middle and latter part more moderate and steady breze. at 1 A.M. wore ship and stood of shore at daylight set M.T.S. sail with a heavy cloud beat at sea running several sails in sight to day so ends this day Latitude observed

Monday January 13th 1862

this day commenced with a moderate breze from the S.S.W. ship pitching very heavy, at 6 P.M. set the F.T.S. sail Main royal & Spanker Studdingsail at 9 took in Main royal & gaff sail at 12 P.M. quite smooth, steering W.S.W. by compass wind about East.

Latitude 36.08 S
Longitude 24.02 East

Tuesday January 14th 1862

this day commenced with a good breze from the Eastward steering W.S.W. all sail set, several sails in sight } Apte in order to give the Old Bark Awashonks her just due I will here mention that she rather more than about keeps ever raised that she has come across to day, } middle part light latter part light part strong from the Westward, spoke a Frenchman (Bark) steering very crooked at 10 A.M. saw her take in topgallantsail courses and clewd down the topsails, probably her steering apparatus was out of time.

Latitude 35.30 South
Longitude 21.15 East

Wednesday January 15th 1862

this day commenced with a fresh breze from the Westward, at 9 P.M. wind about S.S.W. set the main royal, at 10 set the F.T.S.M. Studding sail middle and latter part light breze from the Eastward three sails in sight steering W.S.W.

Latitude 35.32 South
Longitude 17.37 East

Thursday January 16th 1861

this day commenced with light breze from the S.E. at 4 P.M. braced sharp up steering W.S.W. at 5.30 saw four Hermit Barks middle and latter part more calm, at 6 P.M. caught a Sun Fish Latitude 35.13 S
Longitude 14.26 East

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Remarks on board Bark Anrushen Mrs. } of Boat

Friday January 17th 1862

This day commenced with a light breeze from the Southward all sail set steering to the NW by N I had a very sensitive Dream (or) this afternoon at 4 P.M. when in the Latitude of 35°18 South Longitude 14°26 East I thought I was at home, of meeting My Sister of a blessing a Kissing and of a sacrifice on my part of a confession on there part, one upon a Death bed and the other seated by the side of it. This is the first time I think that I have ever Dreamed of Elizabeth this voyage, middle and latter part much like the fore part

A Dream

Latitude 18°26 S
Longitude 24°45 East

Saturday January 18th 1862

This day commenced with a moderate breze from the Northward, steering by the wind at 3.30 PM signaleized a Spanish Schooner (English) middle and latter part light breze from the NW, three sails in sight, about 11 AM lowered the three boats after Black Fish, the greater part each caught two whilst the other caught but one, this the first Blackfish that I was ever fast to since I have been going Whaling, which was Eight years last September so ends these twenty four hours, Latitude 18° South Longitude 23°30 East

Sunday January 19th 1862

This day commenced with a moderate breze from the SW by W steering NW by W employed the fore part in clearing away Black Fish, middle part fresh breze all sail set, at 3 AM I was quite sick (a sick head ache) went below and slept until 7 AM and then felt somewhat relieved employed the latter part mincing Black Fish blubber, Latitude 17°30 S
Longitude 21°50 E

Monday January 20th 1862

This day commenced with a moderate breze from the SW by W steering North, at 1 PM left to the wind for some kind kind of a Whale raised Skim of Milk, about 3.30 PM left the Ship her course, middle and latter part much like the fore part employed the latter part cutting Blackfish.

Latitude 15°20 S
Longitude 21°00 E

Capt Cleveland of East Cape January 1862

Sent several Skins Backs

Tuesday January 21st 1862

This day commenced with a strong breze from the SW all sail set steering N at 3.30 PM raised Humpback Backs, ran for them thinking they might be Sperm at 5 left her of her course, strong breze ship going about Eight Knots I should judge, middle and latter part much like the fore part Latitude 11°
Longitude 21°12

Wednesday January 22nd 1862

This day commenced with a strong breze from the Southard, all sail set steering NNE middle and latter part more moderate so ended these twenty four hours Latitude 12°22 S
Longitude 21°35 East

Thursday January 23rd 1862

This day commenced with a fresh breze from the Southward, steering NW by W at 8 PM. set the Staysails and F. & M Studdingsails, middle and latter part much like the fore part Latitude 11° South
Longitude 22°37 East

Friday January 24th 1862

This day commenced with a fresh breze from the SE. steering NW by N, middle part moderate latter part light Latitude 11°17 S
Longitude 21°50 E

Saturday January 25th 1862

This day commenced with a light from the Southward, all sail set steering NW by N middle and latter part moderate breze, no observation

Sunday January 26th 1862

This day commenced with a light breze from the Southward, all sail set steering NW by N middle and latter part much like the fore part
Long 21°58 21°

Monday January 27th 1862

This day commenced with a moderate breze from the between S.E & NW at 5 PM light to the wind and lowered the Starboard boat after Black Fish struck but drawed

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Bark Arrashonka Capt Cleveland 324

Monday January 27th 1862

middle and latter part much like the fore part, so ends this day Latitude 18° 11' S
Longitude 3° 16' East

Tuesday January 28th 1862

this day commenced with a moderate breeze from the Southward steering W by N middle and latter part much like the fore part Latitude 17° 35' S
Longitude 4° 2' W

Wednesday January 29th 1862

this day commenced with a moderate breeze from the S & E all sail set steering W. middle and latter part much like the fore part
Latitude 16° 41' S
Longitude 9° 39' West

Thursday January 30th 1862

these twenty four hours commenced with a moderate breeze from S.E. steering N W all sail set that will draw. at daylight raised St Helena, middle and latter part much like the fore part. at 12 Meridian nearly up to the Land

Friday January 31st 1862

this day commenced with a moderate breeze from the S & E. runing along shore (St Helena) about 1.30 PM hove to off Jamestown, and sent a boat ashore, took in the light sails and stood off shore. just before dark the boat came from shore (our boat) with orders to lay off and on during the night. the night was very dark and disagreable, passed two sails passed us during the night. The most danger lying off and on to this Island is getting run down by passing Vessels as they all pass very near the Island and generly with a strong breeze. the following morning thick and rainy about 8 AM sent the Starboard boat ashore, I went in with it for was somewhat disapointed in the looks of the Town. but it is very strong fortified with heavy Guns, and many Soldiers (English

off and on St Helena January 31st 1862

Saturday February 1st 1862

this day commenced with a moderate breeze from the S & E Bark laying off and on St Helena starboard boat near ashore, and I went to see the renowned Island, on which the great Napoleon Bonaparte died. This Island is fortified very strong, I should think it impossable for any force to land and take the Island, during the latter part single reefed topsails about 4 PM the boat came from the shore We took a Female on board (a Native of the Island) as an attendant for Mrs Marble in case of sickness, at 5 squared the yards steering N W under easy sail during the night, at daylight made all sail, middle and and latter part much like the fore part
Latitude 14° 10' S
Longitude 7° 28' W

Sunday January February 2nd 1862

this day commenced with a moderate breeze from the Eastward all sail set steering N W middle and latter part much like the fore part two sails in sight.
Latitude 13° S
Longitude 9° 19' W

Monday February 3rd 1862

commenced with a moderate breeze from the S & E all sail set steering N W middle and latter part much like the fore part
Latitude 11° 25' S
Longitude 11° 2' W

Tuesday February 4th 1862

these twenty four hours commenced with a moderate breeze from S.E all sail set steering N W middle and latter part steering N by W ½ W employed rattling down the rigging,
Latitude 9° 50' South
Longitude 12° 35' West

Wednesday February 5th 1862

this day commenced with a moderate breeze from the S.E. steering N by W all sail set employed rattling down middell and latter part much like the fore part Latitude 8° 20' S
Longitude 13° 40' W

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Remarks on board Bark Awashonks

Thursday 5 February 6th 1862

this day commenced with a pleasant breze from the E&E steering N by W, about 3 PM raised Land (Ascension) employed working in the rigging, at sundown hove to the wind and looke in the light sails, middle and latter part - much like the fore part Lat 7,40 S Longitude 14,26 W

Friday February 7th 1862

this day commenced with a moderate breze from E&E all sail set steering to the NW, running along the Island of Ascension leaving it on the Larboard hand, saw two ships lying there to anchor (Probably English Manofwr) middle and latter part much like the fore part one sail astern, so ends employed in the rigging Latitude Longitude W

Saturday February 8th 1862

this day commenced with moderate breze all sail set steering NW employed rattling down the rigging: middle and latter part strong breze Latitude 4,41 S Longitude 17,45 W

Sunday February 9th 1862

this day commenced with a fresh breze from the E&E, all sail set steering NNW the fore part of this day finished rattling the rigging middle and latter part moderate Lat 2,51 S Longitude 19,39 W

Monday February 10th 1862

this day commenced with a moderate breze from the E&E all sail set steering NbyW½W latter part latter part squally and a strong breze from NE employed repairing the Foresail, two sails in sight from astern, so ends this day Latitude 1,21 S Longitude 21,28 W

Tuesday February 11th 1862

this day commenced with a fresh breze from the NE all sail set steering NbyW½W employed repairing the foresail at 9AM Sent it up 3PM wind South middle and latter part moderate breze Lat 0,15 N Longitude 22,29 W

Sighted Ascension February 6th 1862 G L Bowman

Wednesday February 12th 1862

these twenty four hours commenced with a moderate breze from the E&E. steering NbeW½W, middle and latter part light air, Latitude 1,25 North Longitude 23,44 West

Thursday February 13th 1862

these twenty four hours commenced with a light air from the Southward, steering the fore part NbeW½W Note, although time passes very fast, yet still there appears to be sad foreboding of woe sorrow, before long but oh may I be prepaired for the coming event, be whatever may be may be, My Father being in bed) middle and latter part light air with frequent squalls of rain, steering N by W Came lost the SE trade Latitude 4,18 North Longitude 24,14 West

Friday February 14th 1862

this day commenced with a very light air, steering Note, middle and latter part nearly calm light air at times all around the compass employed the latter part washing ship inside steady rain.

Saturday February 15th 1862

this day commenced with a calm and rain about 2PM lowered after Black Fish, the Waist Boat struck and killed one but lost him either by a shark or else the iron drawed latter part steady rain one sail in sight Lat N Longitude W

Sunday February 16th 1862

this day commenced with a calm two sails in sight middle part light breze latter part much like the fore part. 2,44 25,27

Monday February 17th 1862

this day commenced with a light breze from the E&E with frequent squalls of rain, middle part no rain latter part light air so ends this day Latitude North Longitude West

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Remarks on board Bark Awashonk's bags bleare land S.L.B

Friday February 14th 1862

this day commenced with moderate breze from the N.W by sheering by the wind on the Starboard Tack heading to the N.W. at 4.30 P.M. tooke in the light-sail, at 12.30 A.M heavy squall, clude down the fore topsail and double reefed it at 6 at the main topgalansail at 8 turned the reefs out of the fore topsail, latter part strong breze sheering N.W.

Latitude 41.42 North

Longitude 28.15 West

Wednesday February 19th 1862

this day commenced with strong breze from N.W. to W.N.W at 1 P.M. at the topmast Studdingsail and maingal at 7 tooke in the Top mast studdingsail and fore-topsail & main royal, middle and latter part much like the fore part

Latitude 6.35 North

Longitude 20.55 West

Thursday February 20th 1862

this day commenced with a strong breze from about N.W. to N. at 1 P.M set the F.S.S sail D.R. royal middle and latter part much like the fore part at 1 P.M rove new wheel ropes, at 9 A.M rove new topsail and fore braces.

Latitude 6.12 North

Longitude 33.37 West

Friday February 21st 1862

this day commenced with strong breze from N.W.W to N.E all sail set steering N.E. at 1 P.M tooke in main royal & F.S.M.S sail. at 4 P.M set it again middle and latter part much like the fore part Lat 9.29 N

Longitude 36.37 W

Saturday February 22nd 1862

these twenty four hours commenced with a strong breze from N.E all sail set steering N.W. at 6.30 A.M tooke in the Studdingsail and singled reefed the topsails at 8 carred away the main topgalantyard in the slings by hoisting it up so taught sent it down and fished it and sent it up at 11.30 latter part much like the fore Lat 11.35 N

Longitude 39.13 W

Sunday February 23rd 1862

this day commenced with a strong breze from N.W. Bark under single reefed topsails maintopgal

from St Helena to New Bedford Feb 23rd 1862

Sunday February 23rd 1862

sail & flying jib steering N.W, middle and latter part much like the fore part Latitude 13.26 N

Longitude 41.53 W

Monday February 24th 1862

these twenty four hours commenced with a fresh breze from the N.W. Bark under single reefed topsail steering N.W.W, middle and latter part wind very unsteady, at 8 A.M set up the starboard main topgal and backstay so ends Latitude 15.02 North

Longitude 44.12 West

Tuesday February 25th 1862

these twenty four hours commenced with a moderate breze from E.N.E, steering N.W. at 2 P.M made all sail, at 4 A.M squally, clude down the light sails, at 8 heavy squalls at daylight set the main topgalantsail, at 6 saw in the flying jib and repaired it at 9 sent it again latter part fresh breze from N.E. Latitude 16.34 North

Longitude 46.25 West

Wednesday February 26th 1862

these twenty four hours commenced with a fresh breze from N.E. at 1 P.M set the Main royal and East topsail, employed sewgeting over the ~~Boom~~. middle part squally, under short sail latter part moderate all sail set Latitude 18.02 N

Longitude 48.38 W

Thursday February 27th 1862

these twenty four hours commenced with a moderate breze from E.N.E, steering N.W. all set. middle and latter part much like the fore part

Latitude North

Longitude West

Friday February 28th 1862

these twenty four hours commenced with a light breze from the Eastward all sail set steering N.W. employed washing ship [illegible] about 2 P.M lowered after B[illegible] sick [illegible] successful. middle and latter part [illegible] like the fore part

Latitude 21.15 N

Longitude 51.02 W

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Remarks on board Barque Wyoming Capt G L Bowman

Saturday March 1st 1862

this day commenced with a light air from the S & W all sail set steering W W middle and latter part much like the fore part employed the latter part painting ship Latitude, no Longitude, observation

Sunday March 2nd 1862

this day commenced with a light breeze from the S & E all sail set steering W by N employed the fore part baking our fresh water, at 8 AM stood down the blackfish oil. middle and latter part light air and very changeable varying from W to E & E so ends the day Latitude 21.50 North Longitude 53.14 West

Monday March 3rd 1862

this day commenced with a light air from the S W at 3 PM took in the boat mainsail and braced the yards sharp up on the Port tack heading N W by W. middle and latter part wind varying from N W by W to N, on the tack which we can do the best on employed the latter painting ship outside Latitude 22.18 North Longitude 53.59 West

Tuesday March 4th 1862

this day commenced with a light air steering by the wind employed the fore part of the day painting the overhead boats, about 2 PM shot a Finback and killed him, lowered the Starboard boat but he sunk. middle and latter part fresh breeze from N W. Bark under heading about N N E, Latitude 23.33 North Longitude 53.10 West

Wednesday March 5th 1862

this day commenced with strong breze from N W steering by the wind heading to the N E & E at 3 PM took in one of the lightsails, at 7 PM saw a sail off the lee beam. middle part much like the fore part to heading about N E latter part calm Latitude 24.26 N Longitude 54.45 W.

Capt Cleveland. ship St Helena to New Bedford

Thursday March 6th 1862

this day commenced with a light air all sail set middle and latter part moderate. brez Lat 25.16 Long 59.17 W

Friday March 7th 1862

these twenty four hours commenced with a light breze from W S W all sail set steering W W middle part moderate latter part fresh breze. about 12 midnight saw a Right Whale across our bow steering about N N E (I should judge) Latitude 26.16 Longitude 54.03 W

Saturday March 8th 1862

these twenty four hours commenced with a fresh breze from about W S W all sail set steering N W at 10 PM took in all the light sail. at 1 AM double reefed the topsails at 4 took in the mainsail & jib at 6 took in the fore topsails and close reefed the Main at 7 took in the foresail. heading W S W. wind about S W at 10 PM the wind hauled N W. no observation to day

Sunday March 9th 1862

this day commenced with a gale of wind from N W at 7 wore ship and stood on the S W tack. Bark lying to under a close reefed main topsail. middle and lat part much like the fore part. latter part more moderate at 6 AM set close reefed fore topsail. at 10 set the foresail Lat 26.42 N Longitude 56.17 W

Monday March 10th 1862

this day commenced with a moderate gale from the N W & W. Bark under double reefed main and close reefed fore topsail and foresail at 8 PM set the mainsail. at 6 AM take in the courses. at 7 close reefed the maintopsail. blowing heavy in squalls, at 12 AM spied a sail steering to the N E, at 5 AM take in the fore & topsail, at 9 bent the fore & main Staysail and set them Bark heading from S W to W S W. Lat 26.00 N Longitude 56.38

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Remarks on board Bark Arcashonder

Tuesday March 11th 1862

this day commenced with a moderate breeze Gale from the N & W. bark under close reefed main topsail and lower staysail. at 1 PM set a close reefed fore topsail and foresail at 2 set the mainsail. middle part the same latter part more moderate at 8 AM double reefed topsail at 10 single reefed main topsail. so ends this day Latitude 25 m 59 North Longitude 58 m 2 West

Wednesday March 12th 1862

this day commenced with a fresh breeze from the N & W steering W.N.W. Bark under single reef main double reef fore topsail courses & jib. at 7 set the maintopgallantsail. at 2 PM set all the light sails. middle and latter part moderate breze from the Northward. employed the latter part braking out fish roller. and filling sail when favored.

Latitude 26 m 19 North
Longitude 19 m 39 West

Thursday March 13th 1862

this day commenced with light breze from the Northward. at 1.30 PM raised two forean. aft Vessels at 4.30 PM lowered the Starboard boat and went along side of a schooner. the Rising Sun of N. S. Eleven days from New York. loded with live stock bound to some Port in South & South America. we obtained several papers from her viz the New York Tribunes & Times, all hands eager to get the War news. middle and latter part much like the fore part. Latitude 26 m 22 North Longitude 60 deg 8 West

Friday March 14th 1862

this day commenced with a light air from the Northward. steering N.W. by W. all sail. middle and latter part mod part much like the fore part. employed the latter part repairing the mainsail

Latitude 26 m North
Longitude 61 m 9 West

Saturday March 15th 1862

this day commenced with a light air all sail middle and latter part the same

Latitude [illegible] Long 61 m 41

Manner of Waving Boats

Whales down Flagg down
Whales up Flagg up to the main
if boats head right, if not half mast
and then Mr Clearland will lay his boat Round
and when he heads for the Whales Flagg at main
Head, Whales Between Ship and Boats Flags
At main and Mizen Speak
Flags at Mizen Head fast Boat
Half mast at Mizen Head Stoven Boat
Flagg at Fore Royal Head Cut and
come aboard

at P.M. went along side of the Rising Sun of N.S.

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from St Helena to New Bedford. March 16th 1862 Geo L Bowman

at 12 Meridian spoke

the Schooner

Sea Skipper of Halifax

saw whale

during last 24 hours

Sunday March 16th 1862

this day commenced with a light air from the Southward all sail on steering middle part light breeze latter part moderate breeze at 12 M. spoke the Schooner Sea Skipper of Halifax (English) Eight days from a boat alongside and got some late papers. Sailed with Fleet bound

Latitude 28.4. N

Longitude 63.19 W

Monday March 17th 1862

these twenty four hours commenced with a moderate breeze from SW all sail on steering NW by W at 7 AM fresh breeze at 10 AM strong breeze took in some of the light sails at 10.30 took in Maintopgallantsail D. fore jib. at 12 called all hand and put the Ship under that sail the wind suddenly changing to the NW saw mizen Sails during these twenty four hours all round the other way Latitude 29.40 N

Longitude 66 W

Tuesday March 18th 1862

these twenty four hours commenced with a sudden chasing of wind from the SW to the NW at 4 AM took under double reefed topsails during the afternoon the hawled back to SW set the courses jibs and Staysails steering the NW by W at 11 took in jib and mainsail at 7 AM made all sail wind about W latter part light breeze one sail in sight employed the latter part taking on water Latitude 30.25 North

Longitude 66.16 West

Wednesday March 19th 1862

this day commenced with a light breeze from the SW steading about SW by S at 7 AM backed ship and stood to the SW at 8 AM calm. at 7 hauled up the courses. at 11 light breeze. at 9 PM strong breeze hauled steading about Wby S. at 11 steering NW. wind NNE these sails in sight from Latitude

Longitude 32.30 North

Longitude 67.28 West

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Remarks on board Bark Francis Henrietta. Geo L Bowman

Thursday March 20th 1862

this day commences with a moderate brize from about NE by N, all sail. set steering NW by compass. at 10 light brize brize from the SE. at noon strong brize from the southward. took in the mainsail and after sail

Latitude 32.08. North

Longitude 69.08

Friday March 21st 1862

these twenty four hours commenced with a strong brize from the SW steering NW by N at 2 AM took in the lofmast studdingsail and fore and mainsail at 6 took in the flying jib and hauled to double reefed the topsails. at 10 took in the jib and main topmast staysail. at 4 AM made sail (jib & main) at 8 made all sail at 11 took in studdingsail and foretopgalantsail. steering the latter part NW by W ends with a strong brezy

Latitude 34.36 N

Longitude 76.33 W

Saturday March 22nd 1862

this day commenced with a moderate gale from the SW steering between N and NW by W. main = topgallantsail reefed at 4.30 AM took in topgallantsail jib & double reefed the topsails at 5 heavy squalls at 6 close reefed the topsails. steering NW at 3 saw a large Ship steering about E NE. (supposed English) at 3 AM took in the foresail & foretopsail at 2 AM wore Ship and stood to the SW. at 6 wore ship and stood to the NW. a number of vessels in sight (several Schooners) latter part moderate gale

Latitude 35.16 North

Longitude 70 97 West

Sunday March 23rd 1862

this day commenced with a moderate gale from the Westward. fore Bark under reefed topsails courses and jib. at 3.30 AM. heavy squalls of wind and rain. put the Bark under two close reefed topsails and reefed the foresail and set it. this is the first time this voyage that we have reefed the foresail. 7 AM the all now nearly to the southern edge of the Gulf Stream

Steering to the S of the Gulf Stream, Gulf Stream

Capt Clearland. From St Helena to New Bedford

Sunday March 23rd 1862

at 7 AM moderate sil topsails at 11.30 main topgallantsail so ends latter part with a moderate brezy from the southard ~~east~~ Westward

9 h 25 m

7 h 19

Monday March 24th 1862

this day commenced squally Bark under mainstaysail. at 5 PM. put her under two close reefed topsails and foresail heading to the Northward. between NW and NNW. heavy squalls during the night. at 6 AM 5 AM Hail squalls. at 6 wind NW by W. wore ship and stood to the SW. during the latter part of the day kept the Bark South in order to get to the Southard of the Gulf Stream. we having entered the Stream during the forenoon South latter part wind about NW. no correct observation for the last three days

Tuesday March 25th 1862

this day commenced with a moderate gale from WNW accompanied with heavy squalls thickened & Waterspouts. Bark under close reefed fore and double reefed main topsail. steering South in order to get to the Southard of the Gulf Stream at 3 AM close reefed the main topsail and furled the Foresail. about 3 steering SSE. at 5 considered ourselves outside of the Stream at 6 took in the foretopsail and kept to the wind. during the middle part headed about SW. latter part about W. wind about N. from NNE. to NW. at 6 AM saw a sail. at noon this day Latitude 34.40 N

Longitude 71.12 W

Wednesday March 26th 1862

this day commenced with heavy squalls from the NW Bark lying to under a close reefed main topsail and four boom staysails heading to the SE. middle part very heavy squalls from NW latter part more moderate employed the latter part breaking out fresh water. at 9 AM wore ship and stood to the NNE. two sails in sight

Latitude 34.06 North

Longitude 71.15 West

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Remarks on board Bgtn. Swashonbo { Geo L Bowman

Thursday March 27th 1862

this day commenced with a strong breze from the Westward. heading to the Nthrod lying to under close reefed main topsail and staysail. at 10 AM set double reefed topsails & courses at 3 whole topsails at 4 PM wind about NNE. double reefed the topsails. dark and rainy. at 11.30 broke in the fore and close reefed the maintopsail heading NbW wind about NbE & ENE. at 4.40 AM set the staysail at 6 close reefed fore topsail. latter part more moderate so ends these twenty four hours Latitude 34 0 N Longitude 71.19 W

Friday March 28th 1862

these twenty four hours commenced with a moderate gale from the Nthrd. heading to the NW. under two close reefed topsails and lower staysails at 4 PM. wore ship and stood to the NE heading to the above ENE. at 4.30 AM wore ship and stood to the NW during the latter part set courses jib & single reefed topsails. two sails in sight. Latitude 34.16 N Lat Longitude 71.16 W Lat

Saturday March 29th 1862

this day commenced with a moderate breze from NW. bark heading about W. under single reefed topsails. at 1 PM lay to. Shifted Shif and stood to the E. at 3 PM wind NW made all sail. heading about NNE at 7 strong breze lots in. to galan sails. at 10 AM flying jib at 8 staysails wind NbW heading between NNE and NE. at at 4 broke a squall from the Northward which struck the ship aback, clude up the fore topsail and double reefed the main. heading to the Westward at 10 had all sail set again heading about NW. latter part light breze from the NE. Latitude 34 52. North Longitude 71.6 West.

Sunday March 30th 1862

this day commenced with a light breze from the NE. all sail set steering to the NW. at 8 AM hauled down and double reefed the topsails. hauled in mainsail & jib weather looks very bad. at 6 PM set single reefed topsails. Bark Steam

Capt Cleaveland. from St. Helena. to Newbedford

Sunday March 30th 1862

latter part strong breze from the ENE two sails in sight. one outward bound the other one steering to the Northward.) steering NbW. 10 ends. no observation to day

Monday March 31st 1862

this day commenced with a fresh breze from the Eastward Bark under single reefed topsails. steering NbW. at 10 AM hauled the reefs out of the topsails. at 6 double reefed the topsails. steering NbE. at 10 struck in a heavy squall at 12 rem mark out sail. at 3 AM hauled the reefs out of the maintopsail at 4 had the topgalants set at 6.30 broke in the topgalantsails and clude down the topsails wind S. at 7 it came out W at 4 set double reefed topsails. at 10 courses & jib at 11.30 broke in mainsail and jib. at 11 stove the boats craft away. so ends with a fresh moderate gale from NW. heading NbW Lat Latitude 37 50 N Longitude 73 38 West

Tuesday April 1st 1862

this day commenced with a moderate Gale from NW. heading NbW. under double reefed topsails foresail & lower staysails. at 4 PM broke in Foresail and close reefed the topsails. at 10 broke in fore topsails Bark under heading NbW. at 12 wore ship and stood to the NW. heading W at 3.30 AM set close reefed foretopsail and courses at 11 had single reefed topsails courses & jibs & staysails latter part strong breze from the N. Latitude 38 18 Longitude 73 24 73 40

Wednesday April 2nd 1862

this day commenced with a strong breze from the NNE heading about NW. at 8 AM set all sail. at 6 PM hauled back the head yard and sounded run out 90 fathom but found no bottom. two sails in sight one outward bound and the other one steering about NW or NNW. middle fore light. at 1 AM sounded and found 78 fathom. bottom grey sand at 4 found 85 at 10 AM 85 fathom. sand & shells latter part fresh heading NbW wind ENE Latitude 39 08 N Longitude 73 28

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Thursday April 3rd 1862

this day commenced with a fresh breeze from E by S steering N E b N. pr — P M set topmast studding sail. Barb going about 9 knots. at 6 took in the light sails double reefed the foresl & single reefed the main at 8 hauled up the courses and double reefed the main topsail and lay to the wind. middle part dark & rainy with a strong breeze from the S & E heading from E N E to N. at daylight Chick log about the head several times during the night soundg about 28 fathoms, about 9.30 the fog left us some. made sail and stood in to the N E. and soon made Land. the back side of Long Island about 4 or 5 leagues of South Hampton

Friday April 4th 1862

this day commenced with a light breze from the N W by Longisland in sight at 10 M raised Montauk point pr 4.30 took a Pilot from a New London fishing smack. for he has no branch for New Bedford at 4 50 commenc to get the chains up and anchor off the bows at 7 Montauk Light bore S W by S 6 miles. by observation Block Island E by N 8 miles at 1 A M kept to to the Eastward of New Port under two double topsails. wind from the N W at daylight made all sail steering for New Bedford, at 5.30 took a Bedford Pilot on board accompanied by a lot of Island Sharks go aground just before before we got to the Wharf, and about 10 M all hands went ashore and left the old Ship to look after herself. about 11 A M the little Tug boat Hoorled on and gave us a tow

George L Bowman Dr. to
Ship Agron and owners. Talcahuano

March	14th	1857.	Cash	4	31
=	16th	=	=	4	31
=	18th	=	=	2	15
=	26th	=	=	4	31
=	21st	Postage on	Three Letters	1	20
=	30th	=	= one =		40
May	2nd	=	= Six =		99
Nov	1st	=	= Eight =		62
=	17th	8 yds	blue cloth	2	00
Dec	9th	1857	Cash	2	00
=	22	= 6	pounds of Tobacco	3	00
March	10th	1856	Cash	4	00
=	15th	=	Postage &c.	1	71
=	29th	=	1 pair of Shoes	2	00
July	10th	=	Two pounds of Tobacco	1	00
=	17th	=	Two pair of Shoes	4	00

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Whales seen by the Arcashonks. when and where
September 22nd 1860 saw Sperm Whales in the Lat 35°25' Long 42°35'W

November 19th 1860 = = Raised by Fred Whales Lat 25°34' S Long 25°45' W

December 21, 1860 = Right raised by Fred Whales in the Lat 36.40 S Long 6.13 E raised by Taylor

January 1st 1861 = Sperm Whales Lat 36.00 S Long 6.23 E raised by Fred

January 13th 1861 Sm. Wh = by Johnson (Lat 41°10 South Long 127°49 East)

January 14th 1861 S. W. = Lat 41°10 Long 97°10

April 7th 1861. S. W. raised by Mr Hamblen in the Latitude S Longitude E

April 17th 1861. saw the Kathleen take a Sperm Whale Lat 27°35 S Long 107°25 E

April 29th 1861. saw the Lagwing Capt Soule take a Whale Lat 26°16 S Long 109°11 E

June 17th saw S. W. raised by Capt Markle Lat 22 S Long 112°38 East

June 18th saw S.W. raised by Billy the Native Lat 21°25' S. Long 112°48' E

September 27th 1861 saw Sperm Whales in the raised by Billy the Native Latitude 23°12' South Longitude 104°37' East

September 29th 1861 saw Sperm Whales Latitude raised by Charles the Boatsteerer

September 30th 1861 saw Sperm Whales Latitude raised by

October 7th 1861 saw Sperm Whale Latitude raised by

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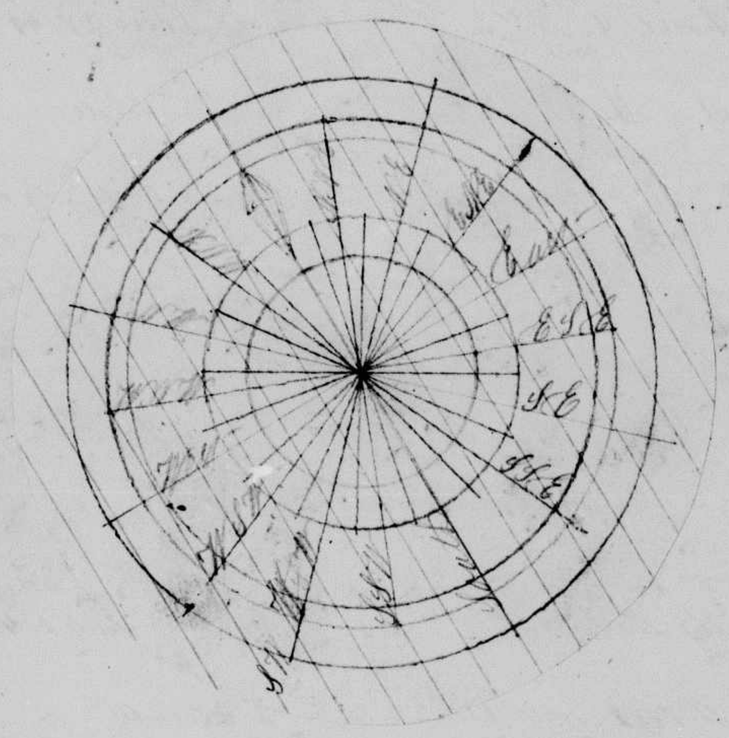

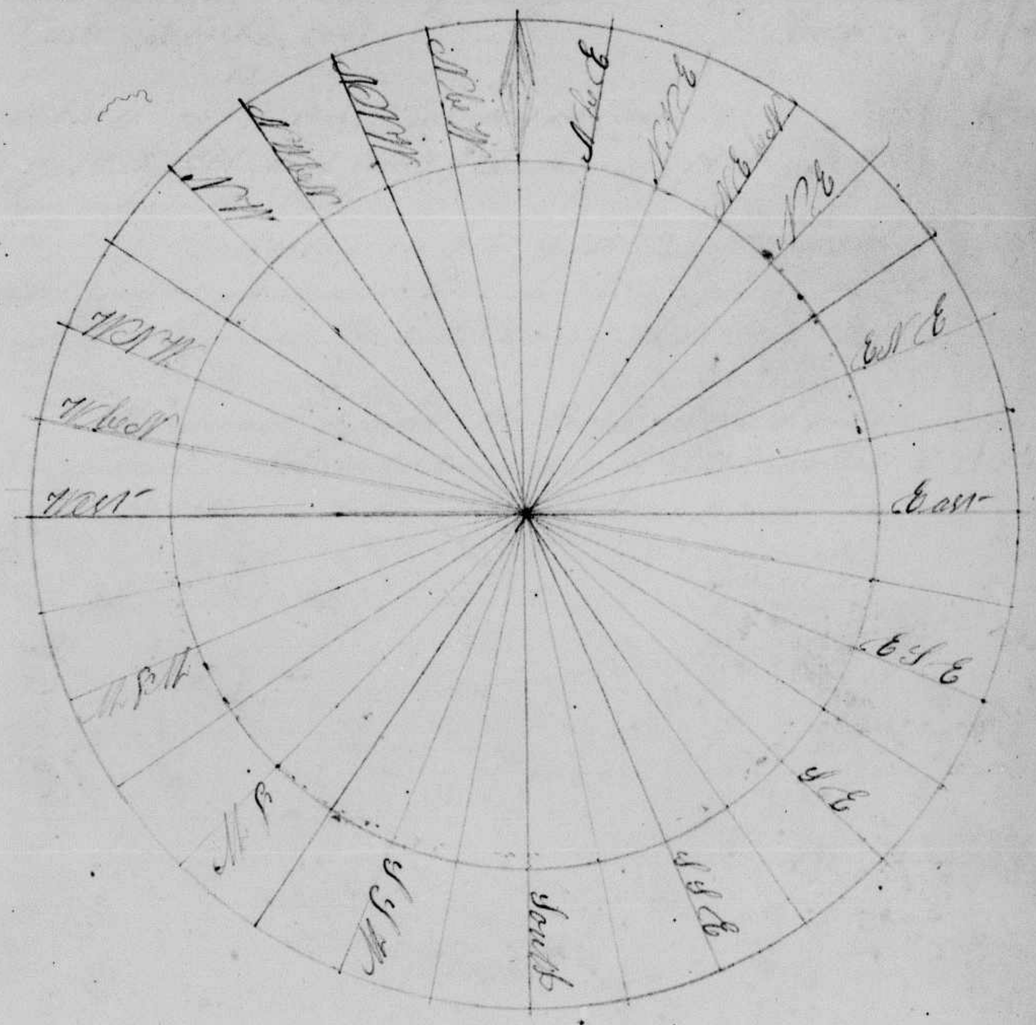

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Aand Dept Marks

George L Bowman Dr to Bark Awashonks & Owners

		D.	cts
since leaving the port of New Bedford September 1861 Cash	$	3	00
Passe March 6. 1861 = = 12 = =		2	00
April 24th to 4 eight pounds of oil soap			
May 14th 1861 to 6 yards of Dennings 14 cts. yard			
September 10th. Cash		3	
Postage on five Letters 3 Letts 37½ 2 Letts 25			87½

My account up to this time has been against the Captain instead of against the Ship & Owners. Sept 30th 1861

My account in Dr. to the Bark Awashonks & Owners
Fremantle November 22nd 1861 to Three dollars $3|00
November 30th 1861, to one swinging Lamp

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Letters received during this voyage. from whome and when dated 1861

"Henry S Bowman. received in Vasse February 25th 1861 dated Dec 27

"Henry S Bowman = May 15th 1861 by Ship Nassau dated Sept 1st 1861

Anjier September 9 th 1861 received Three Letters from viz

Henry S Bowman. dated April 1st 1861 & B. Bowman. dated June 7th

G & W R Wing dated June 6th 1861

Letters sent home during this voyage. and to whome

Henry S Bowman. No1. wrote October 1860 No2. Feb 27th 1861

Mailed in Vasse March 11th. No3 wrote June 9, 1861. and sent to Anjier

by the Draco. No4. wrote August 29th and sent from Anjier

No5 wrote November 23, 1861 sent from Fremantle

No6 wrot January 29th 1862, sent from St Helena.

Huldah S Bowman No1 wrote September 1860

No2 dated February 2nd 1861 Mailed in Vasse March 11th No3

dated Sept 1st 1861 and sent from Anjier by Bark Sarah Snow

No4 wrote September 11th Mailed in Anjier Sept 12. No5 wrote

October 29th November 6th 1861 Mailed in Vasse

Clara S Jones No1. No2. No3. wrote in September 1860,

No4 dated March 3rd & 4th 1861 and Mailed at Vasse, March 11th

No5 wrote June 9th 1861. and sent to Anjier by Bark Draco

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Letter (received) - sent home this voyage and to whom & when dated
J O H R Wing wrote March 7th 1861 Mailed in Mass March 11th 1

Robert & Elizabeth Robinson - mailed in Mass March 11th
dated March 11th & 14th 1861

Harvey Saunders - was taken aboard May 9th 1861 set - to Arnjue by
the Bark Draco

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Dr. C. H. Sickles
127 Commercial Street
Boston

B B

No 3

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