

Ship St Peter Wednesday July 9th to the coast
Strong winds from S steering W.N.W. Went down the fore
topsail and mended it At 3 P.M. came to the wind on the
larboard tack steering E.S.E. Bent the topsail at 5 and
furled it, also double reefed fore and mizen topsails

Thursday July 10th
Pleasant weather and strong breezes from S steering N.W.
wonder double reefs The Captain kicked up a row with Robinson
again this morning and seized him up to the stern of the boat on
the house on the house and made him confess some of his devil
that he done while he was steward. Sent him forward at sunset
Came to the wind on the larboard tack at sunset

Friday July 11th
Sent down the mainsail and repaired it Robinson was hauled
up again to day and confessed his deviltry in writing which the Cap
obliged him to read before all hands It consisted of stealing co
shoes, hat, money, sail needles, roasting provision, and cabin furniture
to come off every watch below and read the Bible Steered S.E. by E.
close hauled on the starboard tack with a strong breeze

Sat 6.55 P. Saturday July 12th Ganjibar ground
Pleasant weather and strong winds steering S. westerly till
10 A.M. then S.W. 1 P.M. when a Mr. Lee rose a school of whales
close to the ship. Lowered down and got 3 small ones and two
them alongside at 5 P.M. Took in all but double reefed main top

Sunday July 13th
Although it is Sunday we commenced cutting at daylight and
rather a slow job we have of it too, for there a light breeze and a
heavy swell on and the old craft lumber about like a plaything and
the whales surging and snapping their chains so that we can hardly
hook on to them. However we finished at 11 A.M. and stowed the tack
In the afternoon hauled the cases and cut up the blubber. Packed the fat
at 6 but at 7 it came on squally so we did not start the works till
8 Evening when the weather cleared up and was fine

Monday July 14th
Light winds and pleasant weather Finished boiling at 7 Evening

Tuesday July 15th
Cleaned out the pots &c At 8 A.M. it came on squally At 9
a heavy squall parted the spanker gaff & midships Sent it down
and I went to work and made a new one from an old stump
top gallant mast I have to get ships carpenter now, our carpenter
being sick and is not likely to get well very soon again I imagine &c

Wednesday July 16th
Squally, laying still under double reefed main topsails foresail

Thursday July 17th Lat 8.40 S
Moderate and rather variable winds from the East steering N.W.
westerly At 6 A.M. set whole fore & mizen sail double reefed mizen
and jib At 10. set fly jib & main top gallant sail Sent up the span
gaff and painted it Double reefed and tacked at sunset

Friday July 18th Lat. 6.18 P
Pleasant close hauled S.W. with a moderate breeze from S.
Bent the spanker and set it at 7 A.M. Set all sail but fore
and mizen top gallant sail Righted jannibar at 3 P.M. and st
in 11/2 6 mts off shore when we tacked and steered E by S at 4 P.M.

Ship St Peter Saturday July 19th Off Ganjibar 8.50
Pleasant weather and light wind standing close hauled 8.40
Although we have headed a southerly course the current is
so strong that we have drifted 4 miles north during the past
24 hours or from Lat 6.19. S to 5.38 S with all sail set

Sunday July 20th Lat 5.08 S
Fresh winds from S.E. Tacked at 4 and stood S.W. under all
sail but fore and mizen top gallant. The mate came up this morn
as crop as was comfortable tanning the men fore and aft under
to work at setting up the larboard jib and fly jib guys but finding
a little crop too or a d. or stupid as he called it told us to
knock off for to day Took in main top gallant sail at 6 P.M. the wind
freshening standing W.S.W.

Monday July 21st Lat 3.22 S
When I turned out this morning at 3.6 o'clock the wind was
blowing strong and we had orders to tack ship and had got
her about and was boarding the fore tack when the foresail
split in the middle from head to foot Furled it and the
mainsail and a short time after double reefed the fore topsail
and furled the spanker At 6 A.M. sent down the foresail &
put cloths in the middle and patched it. The wind lulled
during the forenoon set the main top gallant sail and fly jib

Tue a sail to windward Lat 5.22 and Lon. about 40.35 E
going S.W. At 10 P.M. I raised a school of sperm whales
and about 1/2 past 5 lowered the boats Mr Lee got fast soon after
lowering and just as the sun was setting Mr Ryder got fast
The 2 boats got fast of each other soon after and Mr Ryder
cut Mr Lee's line. Mr Lee's whale was spouting thick blood.
Mr Ryder then called for our line which we gave him the
vanishing and sounding heavy taking out 400 fathoms of
line which we hauled in 3 different times paying it from
through his boat into ours and coiling it away in our boat

After we got up to the whale the 3 time Mr Ryder lost a man
Gray overboard and threw the line clear of his boat leaving
us with about 600 fathoms of line in the boat the night dark
as pitch and the whale going like a race horse dead to windward
and driving the boat right through the sea covering us with
the spray At last the whale went down and we were obliged
to cut line taking with him 150 fathoms of line We could now
just see the ships light, about ship set our sail, and got aboard
at 9 Evening. Mr Ryder picked up his man, and came aboard at
the same time. Mr Lee got aboard about 1. Ryder lost stove a little

Tuesday July 22nd
Fresh breezes going about P.M. W close hauled with main
top gallant sail out Put out towline for Mr Ryders boat &c A little
before 3 P.M. Mr Ryder raised a school of whales and about
1/2 past 5 lowered the boat but did not get fast till about 1/2 past
when the larboard fastened to a cor. Mr Lee then went
on and fastened and in a short time our boat got fast but
one whale and Mr Lee got fast of each other and passed
his line and stowed our iron so we were both loose and
the whales completely galled. However we continued the
hunt for about an hour when Mr Lee sent on and asked
if they were just going down and he did not get fast