278 pg

Off Cape Island

969 Thursday August 9th 1855

The 9th day of August has passed and no oil got and the prospect is very poor in my opinion. Wind light from the E. & E. and foggy. Spent the most of the day. The Captain lowered for an hour and that time but did not get time. Saw humpbacks and a plenty of birds and seals. Wind ahead

Lat 59.. 07 N.

970 Friday August 10th

I will commence recording the tragical transaction of this day by saying we killed our last pigs at 8 this morning and they had scarcely got through their death struggles when whales were seen. Lowered for them at 9 in the fog which lighted up soon and then we could see 3 in a mile. The Captain went with Mr Pakman and succeeded in fastening to one with both iron in the small at 11. But the irons soon drew. The boats returned at 1 P.M. During the few minutes appropriated in filling ourselves with beans and a few of the other necessaries of life the Captain was using some very hard and improper language to the Mate for keeping too near him while chasing the whale. About 5 in the afternoon he gave the Mate Mr Norton orders to brace the starboard yard and he ordered the hands to do it accordingly without first repeating the orders to the captain as he always requires. The Captain asked him if he heard him and if so why he did not answer. Mr Norton said the Captain said "I warn you if you do not open your head when I speak to you I will knock your teeth down your throat" and was in the act at the time but at last he said Mr Norton say "don't you strike" the Captain replied "and as he repeated it several times I shoved my head out of the scuttle just in time to see him strike him twice in the face with his hatchet first and then knock him down and his hatchet never hung was he had been carried had against the rail in the starboard gangway. I then drew out of sight when I heard the Captain order him below. I have since heard that his wrist was much injured. So ends the voyage. Poor Mr Norton

971 Saturday August 11th 1855

Lowered for whales this morning. Spent the most of the forenoon in chasing one and at last fastened in the fog. Mr Pakman got in the first boat and it broke off in a mile of the whale. Spent the most of the afternoon trying to find your another pilot but he seemed to understand our motives and left us in our disappointment. The weather still but cloudy. Mr Norton dent of on the whole the boat dare off the examine his nose. I should not have known him in any other place. His face is badly swollen, one eye blacked and his nose broken about of his eyes. He complains of much pain from that as well as the back part of his head. It is generally believed that the charge laying upon him are without foundation. They are both to be pitied.

The Captain does not appear to be very sorry that occurrence he was careful to put every gun out of the way at night and lock his door while he slept. A guilty conscience is not a comfortable companion. The stewards break out a new recruit upon us probably to tell the Captain to sleep

972 Sunday August 12th

Another whale has gone off with the wreck of the harpoons. Lowered for one at 9 in the morning but the boats only neared at 9½ without getting within a mile of him but he was sufficiently in getting along direct in at the north. Lowering this Captain went on the foot rising with the wind passed the evening too direct. The whale went down perhaps to the bottom and spouted the line perhaps again the decks. At 6½ the all hands were called again for a while just as they had got cleaning the ship for the night. It was now about 8 and they have just [illegible] the two [illegible]. So the labor has passed off in excitement and confusion all day and nothing to pay a little time to read and that with the

973 Monday August 13th

[illegible] Lowered for a whale. The weather [illegible] fastened and the Captain killed him at the first lance. The turned up and sunk after a long hard pull 3 boats got him to the surface of the water and spouted a little but just before the ship got to him the line [illegible] and he went to the bottom in about 20 fathoms. Took the line to the ship and killed