

Bayne Sea Buze of New Bedford in the
Sunday the 10th of July 1870

The first part of the
 27 hours strong wind from west P.W. This on that fact, up
 in a fog in these under short sail the boat off
 catching up as a number of ships were in the ice and
 some of them got there but in the ice looking for
 me at 12 noon all the boats thick fog bursted the
 the wind part thick fog the my ship S.C., small sail at 11
 came up with the ice pack & back until we got around them
 then, a camp S.C. of C., small sail again bound to the shore
 to look for whale
 Set back 6th - 52nd

Monday the 11th of July 1870

at 2 PM
Bar 30.1875
Sounded
26 fathoms
no current

The first part of these
27 faths fresh breezes from N.E., which was with some rain.
The ship at 4 P.M. hoisted sail at 2 PM, hauled up at 2.5
with wind at 4 PM left the ship to the wind with fore top sail
crack with inferior tacks on board the middle part light breeze
from S.E., & at 6 P.M. caught fair ship under short sail by in which
most of the time the little part light air from South E. until 9 PM
for hauled the boat off well as in at 8 PM, per the low tide
But being S.E. had that about about 3.5 PM, got up at 5.1 PM
and at 2.1 PM.

long 2 miles 10-11 on

Tuesday the 12^d of July 1870

at 5 P.M.
Birds 20
The first part of stage 2, heavy
light air & calm, ship, under all sail, in a thick fog, mostly
the time but 4 m. or less the mist part got rid of a calm
of ice coming up under him as the boat was near a large
piece of ice as this piece of ice came out from under it
under the boat and before the boat was past to land is at
the time past them, partly along the length of the boat was past to
two more than the last up to pick up the men on the boat
open by pulling one sail left to the wind the part of the
from the 1st & back with a thick fog, steering ship, 1st & 2nd all
sail, the latter part the same it is 1st & 2nd, then the sailing is
but not our well as before as we have got 124 small ice
on board
At 6 P.M. 1st & 2nd
Guns 1st 1st & 2nd

Arctic Ocean in a Whaling Cruise W. P. Gray Master 1870
Wednesday the 13^d of July 1870. P.M. hit patch of ice. 22 ho

4. Br. 27.55
Wednesday, Oct 10 of July 1870
The first part of these 22 hours
pleasant winds from N or N. by E. thick fog. Most of the time after noon
W. by S. wind all sail unfast in but my cut out at 4.30. The
sea began to rise & I saw the land nothing. This evening the light
was high & the time went on very few minutes the later
part fresh wind from W. by N. thick fog. Most of the time
W. by S. wind all sail on. Wind thick fog. Most of the time
in company with a breeze. Rainy at 12 am. finished at 12
30. 6. of 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809

Wednesday the 14th of July 1871

24 breezes fresh winds from SW & clouds. Ship. under short sail
on upper cut tack. At 4 PM. hauled the boat for Westward
with no success at 9 PM. left West bore of L & Birney, bore
SE dist. about 35 miles. left East dist. about 20 miles one sail
in sight or plenty of boat. equals the middle of the party
fresh breezes from NW on P. through foggy mist of the time the
letter part employed in flaring down oil say one sail running
down from the west. along the sea
off face of 50-55
range of the 170-20 in

and Friday the 15th of July 1870

The first part of the 24 hours light
 air Pearls Ship under sail were the horn with a thick fog
 most of the time & finished stowing cargo oil & bulk of oil
 with oil on sail in sight the Benue Mary & plenty of molas
 in the water one best whole line 1/2 about 1/2 inch long on
 the middle part light air from West of fog, the latter part please
 wind from S, E, clear ship under sail on different tracks
 at 8 a.m., began the light for subsals, the horn boat got
 fast to me after the whole was done & repaid on the bottom
 the Benue boat got fast to me & took me to the ship the
 Cape boat saw us, dist about 1/2 inch. We also saw

Set on day the 16th of July 1870

hazy, pleasant wind from S. by E. & clear at 1 P.M. commenced
cutting at 3 P.M., finished cutting a whole at 1 P.M., dropped
the anchor so we should not drift off to far, as there is a
gyroed current setting to the North at 4 P.M., took the anchor
board all sail warped the ship up to the another whole
at 6 P.M., dropped anchor near the another whole the whole being
on the bottom of the spring took on all sail up which took
the fire to the ship and laid it fast for the present
at 5 P.M., left East River & set about 35 miles in two days