

generally are fitted. In Strong's island we took the beef on deck and coopered it. We were 22 months out and we had more than half the beef we brought from home. Still the old man swears that we are a set of "bloody boys" or else we have cast iron digestive works. He makes no allowance when we have plenty of yams and kava aboard, but thinks that so much is so much and no more. In short, he symm hopx nfbmp fwpz elz symm af hpu b xitmf. Lat. 10.250, long. 116.116.

Dec. 1st. - Squally. Plenty of rain. Course S.E. by E. Light wind through the night, heading about S. by E.

Dec. 2d. - About daybreak this morning a heavy black cloud bore down upon us from the windward, and shortly afterwards we were visited by the heaviest thunder storm I have ever witnessed.

So heavy did the rain fall that our scuppers could not clear what fell on deck. The claps of thunder were really deafening, and the lightning was playing all over the ship. Three of us were standing together under a rack of cutting spades, when a flash came aboard, accompanied by a report like the explosion of a percussion cap, close to our heads, almost blinding us. It rained very heavy till 10 o'clock. Heading S. Lat. 10.250, long. 116.116.

Dec. 3d. - Fine weather, fresh breeze; course S. Fine moonlight night, every thing out. Lat. 10.250, long. 116.116.

Dec. 4th. - Fresh breeze, fine weather. S. by W. Lat. 10.120, long. 116.116.

Dec. 5th. - Light wind, fine weather. S. by W. On soundings at 10 o'clock. 11 o'clock. saw a long line breaker ahead, extending four points on our lee bow, probably a hidden reef. Tacked, - S. E. Painting sail, scraping dead-eyes, and repairing rigging. 4 P.M. Tacked -

S. E. 7 P.M. Tacked - S. E. Lat. 10.120, long. 116.116.

Dec. 6th. - My ship's log, 9 o'clock. Tacked - S. E. Lat. 10.120, long. 116.116.

Dec. 7th. - Very light air, beautiful weather. Painting yards and tops fore and aft. Varnishing dead-eyes and stanchions, and coal-tarring chairs. Lat. 10.120, long. 116.116. Heading S. by E. Painted the bulwarks below the mainmast. Calm during the afternoon. Light breeze at 9 P.M. very baffling. Tacked a number of times through the night.

Dec. 8th. - Squally. Closed in a strong breeze. 7 o'clock. furled topgallant sails, and misson topmast staysail. Heading S. scrubbed the bulwarks on larboard side from the mainmast to the knight-heads, prior to painting.

There is a great many opinions on board in regard to what season we are to have the ensuing season on the New Zealand ground. The captain and mate have not much faith in it, while it is a favorite ground with the 2d mate. The crew, to a man, are in favor of New Zealand, for a great many reasons. The weather is cool and bracing, and every body feels more like working than under a burning sun on the line. And when we turn in we can go to sleep, while on the line we were sweating and tossing about, and generally get asleep just before the watch was called to go on deck. Again, on New Zealand, there is a better sight to get oil, although you do not see whales as often as on the line. In the former case the whales are large, averaging, generally, from 40 to 100 lbs, and in good weather oil is taken care of very quick and easy. On the line