

Dec. 25th. - Fine weather, light airs. Broke out the fore hold, under the hatches, and stowed down 20 lbs. of oil. Set up starboard main rigging. Rove new main braces, and rove the old ones for fore topsail braces. Broke out a cask of slops. Course E. by N. Lat. 32.45 N, long 175.

20 E. Calm through the night.

Dec. 26th. - Fine weather, light airs. Mending mainsail. Set up the starboard main shrouds, & topmast and topgallant backstays. Very light airs through the night. Course, E. N. E. Lat. 76.04 E.

Dec. 27th. - Fine weather, light breeze. Finished mending the mainsail, and bent it at 10 et. etc. Set up main topmast shrouds.

Light airs through the day. Sent down new main topsail and bent an old one. Long. 174.55 E. Lat. 11.25 S, long. 111.16.

Dec. 28th. - Calm. 3 P. M. light breeze from the Eastward, dead ahead. Bound to Sunday island. Set up mizen topmast and topgallant stays, &c. Lat. 13.10 S, long. 111.07 E.

Dec. 29th. - Strong breeze. 8 et. etc. sail on our weather bow. 9 et. etc. another sail on our weather bow. Working up to Goat island with a head wind. At 10 et. etc. we backed our main yard and the ship *Char. W. Morgan*, of New Bedford, ran down and spoke us. They were from the Ochotsk Sea, via Sandwich Islands, 15 mos. out, with 800 *whale*, and 50 sperm. They reported the ship to windward as the *Kingfisher*, clipper of New Bedford, last from the Ochotsk, with 1900 *whale*, 15 mos. out. A boat put her captain aboard of us, and both ships braced full, the *K.* being 12 miles distant off our weather bow. We were astonished to see with what ease the *Morgan* kept along with us. It was plain to see that in the ensuing contest with the *K.* we were about to lose those laurels we had enjoyed for the last two years. The *Sea Shell* was built to sail six inches by the stern, but to the best of my knowledge

she has not been in that condition but twice this voyage, viz. on leaving Warren, and in the trial with the *Sea Shell*. On leaving Strong's island she was over 12 inches by the stern, and taking water out of the fore hold and putting oil in its stead has increased it a trifle more.

At 2 P. M. the *Kingfisher* spoke us. Her commander came aboard at the invitation of Capt. Martin. Both ships being directly abeam, braced forward simultaneously, and in one hour she was broad on our weather bow, one mile off. At 4 o'clock she had increased the distance to nearly three miles. Our officers then discovered the fault and proceeded to remedy the evil. A tackle was put up over the after hatch, and water and heavy provisions to the amount of three tons were rolled out and rolled as far forward as we could get it. Bearings of the two ships were then taken and the result quickly seen. In a half hour we drew our adversary off two points. But it was of no avail. At that rate we could not recover our lost ground before sunset, when the contest would be decided. We were vanquished, and very bad too - a greater victory than we achieved over the *Sea Shell*.

At sunset another sail was raised off our weather bow. At 10 P. M. we parted company with the *Morgan* and