

Then 29th the twenty four hours commenced with a strong breeze, with fore & Mizzen topsails reefed & mainsail furled, at 2 AM. thick fog at 4 clear, away employed the fore part of day in making out between decks, and making a relative position at 10 AM. board of the *Montreal* in company with the *Montreal* throwing our chains together, at 11 AM. came on board, latter part strong, at 11.45 AM. topsails in M. & Mizzen & G. sail & flying jib.

Lat 53° 07' N Long 163° 21' W

30th the 24 hours commenced with a strong breeze, employed to day in searching under boats, and putting them below. At 11 AM. gained with the *Montreal*, at 5 PM. took in M. & Mizzen & G. sail, & flying jib at 8 PM. took them again, at 10 PM. took them in again, at 11.40 reefed M. & Mizzen & G. sail Lat

Long

Jan 1st the 24 hours commenced with a fresh breeze, ship under reefed M. & Mizzen topsails, at 5 AM. turned the ship and at 7.40 AM. Mizzen and Mizzen, topsails set, and flying jib, employed to day in searching under potatoes, at 7 PM. set the M. & G. sail at 8 PM. and laid of the west part of the ship, about 10 PM. wind changed to the north and latter part of the day arrived very light. Lat 52° 45' N Long 165° 30' W

Jan 2nd the 24 hours commenced with a light breeze, at 2 AM. board the *Montreal* with a fresh breeze, in company with the *Montreal*, employed to day in making a position, as seen of the *Montreal*, having all day been working in the rigging, middle and latter part much like the first.

Lat 53° 14' N Long 166° 15.30'

Jan 3rd the 24 hours commenced with a light breeze, at 3 AM. saw the *Montreal* at 12 Meridian thick fog at 4 PM. clear

and laid all in plain sight, at 4 PM. joined with the *Montreal*, middle and latter part nearly calm. Lat 53° 07' N Long

Jan 4th the 24 hours commenced with a light breeze, at 10 AM. in the ship set brail the fore part of the firing, several guns, at 9 PM. Capt. Solo came on board and Mr. Wright went on board of the *Montreal*, and spent the day as we could not fetch the passage that intended to, we hauled up, and ran for the 12 passage, at 10 PM. but M. & G. sail and M. & G. sail, sent up the galant studding sail booms, and set them running, the land down, at 9 PM. took in the studding sails and the light sails, appearance of a blow soon from the northward and eastward, at 12 Meridian our largest Log, (M. & G. sail) did it was supposed some that he came to his death by the cannon, which caused him to go into the latter part of these twenty four hours, a fresh breeze, during this day I have thought home very much, Lat 53° 00' N

Long 170° 53' West

Jan 5th the 24 hours commenced with a fresh breeze, ship going at the rate of eight & a half to nine knots, at 3 AM. at 10 AM. all hand, having come up to the mouth of the passage, and seeing the sea brake about one third of the distance across the mouth of it we left to the wind (supposing it to be brakers) and all to the leeward at times looked rather critical, took in M. & G. sail and reefed the fore and Mizzen topsails, at 4 PM. spoke the *Montreal*, which was that which we took for brakers was only a tide rip (caused by the meeting of two tides, and then we hauled up and started about the *Montreal* following us at 4.30 AM. reefed the M. topsails and furled