

Friday April 8th

Begins with a fine breeze running down side of Cape steering $W\frac{1}{2}N$ Middle part steering W at daylight saw Mokee latter part steering $W\frac{1}{2}N$ down along side of Mokee saw Mokee and Kaimi

Saturday 5th

Begins with a fine breeze running down side of Mokee at 11 hours slack off the weather end of Mokee at 2 d. M. traced forward and down side the Island at 5 d. M. hauled aback again of Diamond head headed off shore latter part a fine breeze at 11 d. M. the Capt & 2 Mates went ashore in 2 show boats the Barge Katic & Dingy off and on and the Oregone

Sunday 6th

Begins with a strong breeze laying off and on the 2^d Mate & Cooper come off in 2 show boats they brought some Mellons. Middle & latter part laying off and on the Batic also

Monday 7th

Begins with a fine breeze still laying off and on at 4 p. M. all the Capt came on board and then steered for the Middle part the same latter part blowing a strong breeze laying off and on at latter the Boat went on shore got a few Potatoes and hogs

Tuesday April 8th 156

Begins with blowing a small gale still laying off and on getting off recruits Middle part laying off and on getting latter part the same getting Potatoes and hogs Banannas squashes.

Wednesday 9th

Begins with blowing a half a gale of wind still laying off and on finished getting off our stuff and at 8 d. M. squared away steering $W\frac{1}{2}N$ Middle & latter part the same

Thursday 10th

Begins with blowing a strong breeze and squally with rain give the Studding sails again Middle part the same latter blowing strong and squally took in Studding sails steering $W\frac{1}{2}N$ Carpenter & Cooper at work on the house aft and aft deck fitting a new Boat

Lat 21.15th Long 102.04th
Friday 11th

Begins with a strong breeze steering $W\frac{1}{2}N$ still at work on the house & Boat some a fitting the inner Bobstays Middle & latter part fine weather steering W

Saturday 12th

Begins with a fine breeze steering $W\frac{1}{2}N$ at work on the house and Boat Middle part steering $W\frac{1}{2}N$ latter part fine steering W

Lat 21.00 Long 105.5th