

another season. Not long afterwards Capt. Fourn advertised for a loan of Fifteen thousand dollars. After he had advertised I heard several merchants in Honolulu say that he had not advertised in a proper manner. I do not know now in what respect his advertisement was irregular. The surveyors were Captain Penhallow and Capt Meek and one of the firm of Robeson & Co Shipwrights. Captain Penhallow took charge of the ship after she was sold. On the day that I sailed from Honolulu the 25th of December I was on board the Connecticut. They had commenced caulking her top and I remained to Capt Penhallow. You have nothing to do the the top but to caulk it. He said you she caulked well. They had taken off some of the sheathing. The worms had cut gone through into the planks. I heard nothing about the fastenings. I understood she was going to take a cargo of Oil to Valparaiso. The Oil was then lying on the wharf ready to go on board of her as soon as she should be captured. I think the Connecticut brought in six hundred barrels of Oil. I was so informed both by Capt Fourn and the Capt. Capt Fourn told me he had taken about one thousand barrels of Oil, I saw the voyage and had sold either three hundred or four hundred barrels of it at Sydney. He had I believe about Forty or Fifty barrels of Sperm Oil on board at Honolulu. I think he told me he had taken either three or four whales that season. He said nothing to me about sending home his papers or remitting the proceeds of the ship to his owners. The vessel was sold at Public Auction to Capt James Maher in the first instance and afterwards transferred to a Mrs. Widd. Maher appeared unwilling to take her unless he could be satisfied that the money would go to the owners, and he finally allowed the transfer

to Widd, as it was supposed, because he was not satisfied to take her himself under the said circumstances. I was in the Consul's Office when Capt Maher went to the Consul for papers. He ~~expressed~~ ^{expressed} some anxiety that the money for the purchase of the ship should be put in a way to come home to the owners. Capt Fourn was present and remarked that he could manage his own business and wanted no advice from any one.

Captain Hull of the Ship Albee of New London was in Honolulu at the time of their transactions and told me and I also heard him tell Capt Fourn that he regretted the course he was pursuing, and that if he would give up the Connecticut to him he & Capt Hull would bring her home and let his mate take the Albee.

Signed in testimony of the truth of the foregoing statement

In witness whereof I have hereunto set my hand and affixed my seal Notarial the day and year above written

Wm. H. Taylor Notary Pub

United State of America
Commonwealth of Massachusetts
Bristol, ss. City of New Bedford
On this 29th day of May in the year of our Lord one thousand eight hundred and forty nine, before me William H. Taylor a Notary Public duly commissioned and sworn residing in the City of New Bedford, County and Commonwealth aforesaid, personally appeared Jacob Brown of the City aforesaid master mariner and being by me duly cautioned and sworn, depose and say that he was master of the Ship Rougal of New Bedford