

Oct 1844 Ship Ocmulgee of Molokai, N. H. Phelps, Agent
 Built in New York 1833 - 2 decks - 458 Tons - 15 ft deep - Copper
 2 Chain 1 1/2. 1 1/2. Auch good - Rigging Fair - Note A 2 1/2

Had 100 new timbers put in lower hold, new side from midship mast aft
 new beams all around ship opening in several places both in top and bottom
 timbers from fore, both side & copper in 1844 -

Oct 1844 Ship Olympia of New Bedford, N. H. Phelps, Agent
 Built in Charleston 1837 - 2 decks - 596 Tons - 17 ft deep - Copper
 2 Chain 1 1/2. 1 1/2. Auch good - Rigging Fair - Note A 2 1/2

Had ceiling all out in lower hold, 95 new timbers, new side in lower
 hold, put new, Nelson new plank outside above waist all new timbers
 among the bows, new stem, new stanchions & rails both all over, Chinaman
 shaft and copper. Ship put in fair order in 1844 - Bottom coppered &
 ship put in good order in 1845 - In 1851, both caulked, bottom
 coppered, ship in fair order. In 1855 caulked all over
 bottom caulked Chinaman sheathed and coppered
 ship put in fair order.

Oct 1844 Ship Ocmulgee of New Bedford, N. H. Phelps, Agent
 Built in New York 1833 - 1 deck - 150 Tons - 10 ft deep - Copper
 2 Chain 1 1/2. 1 1/2. Auch Fair - Rigging Fair - Note A 2

Stay ceiling in lower hold all out, timbers and side anew, new stem
 stanchions, Decks, shafts, calms, Chinaman & copper in 1842 -
 bottom copper in 1844 -
 In 1846 had some repairs where run into, while
 at sea. Bends, stanchions, caulked & sheathed
 bottom coppered. Ship put in good order
 In 1847, made nearly all new, kept Muzzey mast, calked
 all over, bottom Chinaman sheathed & coppered, back home
 in very good order for a voyage.

Dec 1844 Ship Ocean of New Bedford, N. H. Phelps, Agent
 Built in Hingham 1835 - 2 decks - 596 Tons - 17 ft deep - Copper
 2 Chain 1 1/2. 1 1/2. Auch good - Rigging Fair - Note A 2 1/2

Rebuilt in Nantucket in 1837 - Timbers taken out of lower hold, new
 timbers and side, new deck, new planks, new planks from waist up
 new stem, new stanchions, new rails in 1837 - New counter timbers, new
 new stem, new mast, calked all over, Chinaman shaft and copper. In
 the 1849 had nearly all new timbers in top, new planks
 not Board from below the benches up, new bows inside
 and out, side and new in the lower hold, ship sparred
 rigging all in good order, calked all over, Chinaman
 sheathed & coppered. In 1851 had her top caulked, bot-
 tom coppered, ship put in good order. Sheathed and
 caulked & coppered bottom wire put in
 good order - In Sept 1856, had new stem, upper deck,
 rails, windlass and bits, stanchions where required. Replaced
 shaft bits, boulders, Boat gear, and coming in an and Muzzey mast
 stripped. New Muzzey Rigging. New top, calked d. Main. New top, Main
 (double) jib. New top, Main. Stays. Flyjib Gung. Boat Main Yard
 jibboom. All the spars examined and good - Bottom stripped, caulked
 covered with Russia hair felt, sheathed and coppered. Bottom put
 in best possible order, Wood ends foreward and aft covered with copper
 down to the garboard - Bottom fitted for 12 years - new Cabin
 and Deck under it. "Top caulked also"
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