

Ship Edward Queneb
June the 27th 1836

born with moderate gales S W under all sail
steering S by E at 6 P.M. last, at ship standing
to N E by the wind Middle Part ^{fine} latter Part
ditto saw nothing employed in ships duty so ends
Lat Obs 39-09 D R 39-04 Lgd 52-22 W
Thursday the 28th

born with moderate gales from W and good weather
steering S by E under all sail Middle Part
squarely latter Part ditto double Reefed the topsails
& so saw nothing Lat Obs 38-37 D R 38-34
Wednesday the 29th Lgd D R 49-57

born with strong gales & squally from S W &
steering S under double Reefed topsails & so at 6 P.M. set
the main top & sail & Middle Part took it in & shot
Reefed the fore & main topsails & took in the mizzen
topsail squarely latter Part made all sail
saw nothing so ends Lat 39-23 N D R 39-23
Lgd 46-14 W

Thursday the 30th

born with strong gales from N N W & steering
S under all sail at 4 P.M. took in the mizzen top & sail
single Reefed the mizzen top sail & so Middle Part more
moderate latter Part ditto saw two sails to leeward
employed in ships duty so ends
Lat Obs 39-38 N by D R 39-32 W
Lgd by chronometer 41-26 by D R 45-20 W



Ship Edward Queneb
July the 1st 1836

born with light winds from W N W &
steering S by E under all sail Middle Part
the same latter Part ditto employed in steering
plates in the fore hold to trim the ship
steered down so the sun to stand to S
so ends Lat Obs 39-49 D R 39-48
Lgd 41-12 W

Saturday the 2nd

born with strong gales from S & steering
S by E under all sail at 4 P.M. took in fly jib
& so saw 12 sail standing to W N W one Bark
& one Brig & Middle Part took in the top &
sails & latter Part fine made all sail saw nothing
employed in ships duty
Lat Obs 39-37 D R 39-31 Lgd 37-19 W

Sunday the 3rd

born with fine pleasant weather wind at S W
& steering S by E under all sail Middle Part
& latter ditto saw a ship standing to S N E
so ends Lat Obs 39-17 D R 39-19 Lgd 35-20 W

Monday the 4th

born with fine weather wind at S W & steering
S by E under all sail Middle Part ditto latter
Part heading S by E by the wind saw nothing
employed in setting up the mizzen rigging and
turning in the fore rigging & so ends saw nothing
Lat Obs 39-00 by D R 39-02 Lgd 32-40 W