

Remarks While at Anchor.

Wednesday Feb<sup>y</sup> 12<sup>th</sup> 1851

this day light breezes and cloudy weather, the Larboard watch on Liberty at 12 M had a squall of rain attended with thunder and Lightning

Thursday Feb<sup>y</sup> the 13<sup>th</sup>

all this day baffling breezes and thick cloudy weather, this day Edward Barney Deserter, all hands employed fitting the boats & making spun yarn &c, Capt. Walburn's foot some better to day

Friday Feb<sup>y</sup> the 14<sup>th</sup>

All this day a light breeze and fine pleasant weather all hands on board employed with sundry jobs about the ship, this day Shipped Red Tallow

Saturday Feb<sup>y</sup> 15<sup>th</sup>

all this day strong gales and diversely weather Ship all ready for sea & waiting for men the Capt foot some better to day

Sunday February the 16<sup>th</sup>

all this day light breezes and fine weather, Shipped yesterday before the Counsel four Native Chinamen, and William Barr, of Bangor, Mn, and John Jones a Boat Steerer belonging to Sawtucket RI they came on board at 11 AM this day

Monday February the 17<sup>th</sup>

all this day strong gales from the Eastward with cold diversely weather

Tuesday February the 18<sup>th</sup>

all this day light baffling air and heavy showers of rain, at 10 AM H.B. Hayes came on board and went to duty, having shipped before the U.S. Counsel the ship waiting for a favourable wind & weather to go to sea

Wednesday Feb<sup>y</sup> the 19<sup>th</sup>

the first part of these 24 hours baffling breezes and rainy weather, at 6 AM got under weigh with a Pilot on board, the latter part baffling air and cloudy weather, Employed tacking to the Windward

Remarks While Working Through the China Sea

Thursday February the 20<sup>th</sup>

Commenced with a light breeze from the E. N. E. and the weather cloudy, at 1 PM the breeze increasing furled the fore & Mizzen top gallant sail & flying jib and at 2 PM furled the main top gallant sail, at 3 PM discharged the Pilot it being so rugged his boat could not go to sea with us at 4 blowing strong gales, and could not work the ship to Windward at 6 PM set in Dark and Drizzle, and the Capt determined to make the best of it and try to work the ship out of the Bay accordingly kept all hands on deck through the night and tacked or wore ship every 15 & 20 minutes at 10 PM parted the Starboard main top sail sheet, repaired the damage in 30 minutes and set the sail again at 12 M & got the Starboard Anchor off the bow to be ready in case of necessity, the Land and breakers in sight at intervals when the haze would light up, at Daylight 6.30 AM found ourselves 8 miles to leeward of where we were at 8 PM last night, without any prospect of getting to Windward again, at 7 AM heaved off and ran through the narrow passage to leeward, and at 11 AM hauled aback and stowed the anchors and ran the chains below Ends with a brisk breeze from the E. N. E. and fair weather

Friday February the 21<sup>st</sup>

these 24 hours commenced with a brisk breeze from the E. N. E. with fair weather, the ship with whole top sail set & jib and courses standing by the wind to the S.E. at 2 PM set the main top gallant sail and at 4 set the fore & Mizzen top gallant sails & flying jib and tacked ship to the North, & at 6 PM tacked to the S.E. the middle part a brisk breeze and diversely weather at 8 AM tacked to the North, at 10 AM increasing breezes with rain and furled the flying jib & Mizzen top gallant sail, and 12 M furled the fore & main top gallant sail

Saturday February the 22<sup>nd</sup>

Commenced with a fresh gale from E. N. E. with rugged rainy weather, Ship by the wind heading to the North under top sails jib & courses at 4 PM increasing strong gales same time Double reefed the top sails, and at 6 PM wore ship to the S.E. & furled the jib & main sail, the middle & latter part strong gales attended with a diversely rain and rugged weather at 12 M wore ship to the North