

Remarks on board. Bark Callas. South Atlantic

Saturday January 14th

This day begins with light & pleasant winds from the N.W. & E. Redding E. under full sail. One sail in sight at 2. O. CLK. M. from ship heading N.W. at 4. O. CLK. fresh breeze. Double reefed the Topsails & fouled the light sails. Middle part Calm. latter part Calm. at 9. A.M. light B. from the S. steering N.E. under full sail. One sail in sight.

Latitude 35.12

Longitude 49.50

Sunday January 15th

This day light airs from the S. & fine weather. steering N.E. under full sail at 4. O. CLK. wind E.S.E. on the wind heading N.E. at 7. O. CLK. Double reefed the Topsails & fouled the light sails. Middle part under hauled to the S. & W. steering N.E. latter part moderate winds from the S.W. & fine weather. steering N.E. under all sail. Nothing in sight.

Latitude 34.14

Longitude 48.52

Monday January 16th

This day strong winds from the S.W. & fine weather steering N.E. under full sail at 2 1/2 O. CLK. fouled. light sails & single reefed the Topsails steering N.E. by E. one sail in sight. at 4 1/2 O. CLK. signaled a French Barge. at 7.30. CLK. P.M. wind from the S.S.E. took in sail for the night. and brought the ship to the wind heading E. latter part moderate winds & fine weather. at. double reefed. topsails & Commenced steering N.E. two sails in sight.

Latitude 33.42

Longitude 47.18

Tuesday January 17th

This day begins with strong winds from the S.S.E. & fine weather steering N.E. under reefed topsails & Commenced. Two sails in sight. At about 6 1/2 O. CLK. P.M. the Cook. Thomas F. Franklin went down in the Steerage with a handful of Flour & thrown & rubbed it in the face of one of the Foremast Hands by the name of Silvano Fernando. & some words passed between them. & the Cook

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Ocean Right & Steam Whaling S. J. Homland. The Master struck him in the face several times & bruised him badly. Sydney started him & the Captain ordered the ship's officers to put him in Irons & put him in the rigging. & thus to remain until he was willing to get on his knees & ask his forgiveness & acknowledge that he had done wrong and broke the rules of the ship & promised that he would conduct himself properly in the future. & that he was guilty of another like offence. after remaining in the rigging about twenty minutes he came to the deck & made the above acknowledgements & promises. At 1 1/2 O. CLK. shortened sail for the night & luffed to the wind heading E. one sail in sight. Middle part Calm. latter part Calm. one sail in sight.

Latitude 33.15

Longitude 46.57

Wednesday January 18th

This day begins with Calm weather. at 1. O. CLK. P.M. saw Steam Whalers distant about four miles. landed away all the boats. & put out for them. at 4 P.M. the Larboard boat struck at 4 1/2 the Waist. Boat struck at 5 P.M. light breeze from the N.W. & E. under full sail running for the boats. at 6 P.M. 2 Boats in half alongside at 8 P.M. took the Waist. Boats & hals. shortened sail & making preparations for cutting. Middle part the same. latter part. at 5. O. CLK. Commenced cutting. wind from the N. one sail in sight. at 11 finished cutting.

Latitude 33.27

Longitude 46.46

Thursday January 19th

This day begins with moderate winds from the N. & fine clear weather. all hands employed clearing away the Woods at 4 P.M. spoke the Barge. John Danson. Cattle & Horns. 500th Dub. 150. lbs. Steam. at 6. P.M. wind hauled to the S. heading W. S.W. Under easy sail. Middle part. moderate winds from the E.N.E. latter part the same. at daylight started the works & commenced boiling. Steaming to the S. under easy sail one sail in sight.

Latitude 33.26

Longitude 47.14