



XBE
175

Microfilmed April 14, 1955

C. R. SHERMAN & SON
REMOVED TO
CORNER OF N. SECOND & WILLIAM STS.,
OPPOSITE THE POST OFFICE.

171
3243
1887

LOG
43
44.395

Page ~~24~~

~~33~~

37

Oct 26	87
Nov 6	Floury
Nov 9	for Fyde
20	St. Antoin
21	Brava
28	Line
Dec 26	St. Diego
27	New Island

John M. Hunt
Bundary

Tues. Oct. 25 . 1887.

1

4

The Sarah W. Hunt.
Stonnington bound on a sealing and
cruis in south atlantic and
The following ^{are her} Officers and crew.

Officers
Capt. James W. Budington
1st Mate. Joseph B. Meale.
2nd Mate. James B. Potter.
3rd Mate. Anton. Pearce.

Crew.
Christian. Simmons
John. Jozz. Nasa.
Benjamin Master
Geo Gleason shiped and Deserted.
" " " " " " " " " " " "
Men. Shiped. at Fayal.
S. L. Meager
Lewis. Blackman.
Joseph S. Morton.

H. K. Course		Winds	Remarks
1		NW	Wednesday, Oct. 26. 1887.
2		" "	all ready for sea
3		" "	and towed us on
4		" "	while the tug was towing out the
5		" "	come along side and got me
6	5	ESE	and we shaped our course. E. S.
7	6	" "	on bent chains and stowed
8	"	E. S. E.	and every thing ready for sea
9	"	" "	at 6 P.M. Block Island light bore East
10	"	" "	dist about 4 miles from which I take
11	"	" "	my departure. at noon
12	"	" "	I northward and for
1	"	" "	head hauled down flying J.
2	"	" "	and took in main gaff top sail.

Ends cloudy with rain.

N

SE E.

No. Obs.

H. K. Course		Winds	Remarks
1	SE E.	N	Thursday, Oct. 27. 1887.
2			First part these 24 hours fresh breezes
3			and cloudy. shortened sail. fore throat
4			halyards parted and came down on D. S.
5			chafed off through some means or
6		NE.	rather.
7			
8			Ends cloudy and moderate.
9			
10			
11			
12			

H. K. Comm. Wind. Remarks Thursday Oct 27 1887.

Ends Cloudy and Moderate

4

5

6

7

8

10

11

12

Wind

N.E.

Remarks Friday Oct. 28. 1887.

2

3

4

5

6

7

8

9

10

11

12

All of these 24 hours fresh
breezes and cloudy with rain
Employed at working ship.

1

2

3

4

5

6

7

8

9

10

11

12

Ends Cloudy with rain

No Obs.

Hk Course Windy Remarks Saturday Oct. 29, 1887.

1 S.E., E., N.E.

2

3

4

5

6

7

8

9

10

11

12

First part these 24.
N.E. winds with rain and
sea running

At 4 P.M. shortened sail

1

2

3

4

5

6

7

8

9

10

11

12

Latter part set up
on starboard side a
chafing gear.
No Obs.

Hk Course Windy Remarks Sunday Oct. 30 1887.

1 2. E.S.E. S.

2

3

4

5

6

7

8

9

10

11

12

Calms

First part these 24.
with light baffling winds and calms

Middle part breeze sprung up,
southerly quarter.

Fl. 1 Course Wind. Remarks Sunday Oct. 30. 1887.

1 4 E.S.E. S.W.

2 4

3 5

4 6

5 6

6 8

7 9

8 10

9 10

10 9

11 9

12 9

Ends strong breeze and heavy sea

Lat 38-28-N

as
S.W. Remarks Monday Oct 31 1887.

2 10

3 10

4 10

5 10

6 10

7 10

8 10

9 10

10 10

11 9

12 9

First part of the 24 hours strong breeze with passing rain squalls

The Steward went below on account of sickness being unfit for duty from the time of leaving home

1 9

2 9

3 8

4 8

5 9

6 9

7 10

8 10

10 9

11 9

12 9

Ends strong breeze with passing wind clouds all hands employed at working ship and general ship duty.

Lat 4 38-39-N

Long " " 55-52-W

7
H K Course Winds. Remarks Tuesday Nov 4th 1887.

1 10 E by S S.W.

2 10

3 9

4 9

5 10

6 10

7 10

8 10

9 10

10 10

11 10

12 10

All of this 24 hours
with passing rain squalls
cloudy.

Employed at no
general ship's duty.

1 10

2 10

3 10

4 10

5 10

6 10

7 10

8 10

9 10

10 10

11 10

12 10

Lad & Ob 39-24.-N
Lug " " 51-25-W.

H K Course Winds. Remarks. Wednesday

1 10 E by S S.W.

2 10

3 10

4 10

5 10

6 10

7 10 ESE.

8 10

9 10

10 10

11 9

12 9

First part this last 24 hours
strong breezes with passing rain
squalls. The steward no better,
takes no nourishment.

11
10
9
8
7
6
5
4
3
2
1

H	K	Courses	Winds
1	9	E.S.E.	S.W.
2	9		
3	9		
4	10		
5	10		
6	9		
7	10		
8	9		
9	9		
10	9		
11	9		
12	9		

Remarks Wednesday Nov 2nd 1887.

These 24 hours ends with fresh breeze and passing rain squalls.

At 7 A.M. Sighted a Bark steering to the Eastward.

Lat by Obs 39=40 N.
Long by Dr. 47=10 W.

Courses, S.W.

Remarks Thursday Nov 3rd 1887

Commences fresh breeze with passing rain squalls. At 4 P.M. carried away fore gaff topsail sheet.

Broack out Butter.

2	9
3	9
4	9
5	9
6	9
7	9
8	9
9	10
10	10
11	9
12	9

Latter part pleasant weather and fresh breeze employed at setting up Port side of fore rigging.

6	8
7	8
8	8
9	8
10	8
11	8
12	8

Lat by Obs 39=55 N
Long " " 40=06 W

H	K	Courses	Winds	Remarks
2	16	88 E.	S.W.	Friday, Nov. 4, 1887.
4	16			These 24 commences with fresh breezes
6	16			and pleasant weather, all hands employed
8	16			at setting up fore topmast rigging and
10	17			bow sprit-gees and general ship's duty.
12	17			
2	17			Ends more moderate and cloudy
4	17			with baffling winds.
6	17			
8	16			Lat by Obs 39=45 N
10	16			Long " " 34=56 W.
12	16			

H	K	Courses	Winds	Remarks
2	14	88 1/2 E.	S.W.	Saturday, Nov. 5, 1887.
4	14	8		First part these 24 hours light variable
6	14			winds and cloudy.
8	14	88 1/2 S		
10	14			About 4 A.M. winds
12	14			and cloudy with slight rain.
2	13			The Steward remains the same.
4	12	88 E.	Easterly.	
6	8			
8	8			Lat by Obs 39=13 N.
10	8			Long " " 32=35 W.
12	8			

H	K	Courses	Winds	Remarks
2	8	88 E.	Easterly.	Sunday.
4	8			These 24 hours commences
6	8			easterly breezes and
8	8			At 7.30 P.M. sighted a P.
10	8	8 1/2 N.		hatch clearing into
12	8			At 8 ^h P.M. Tacked S
2	8			At 8 ^h P.M. Raised
4	8			Flotilla bearing
6	8			28 Mils.
8	8			At noon hauled up under the Island
10	8			
12	8			Ends cloudy.

H	K	Courses	Winds	Remarks
2			S.E.	Monday, Nov. 7, 1887.
4				First part these 24 hours fresh S.E.
6				breezes with passing rain squalls.
8				At 5 P.M. run off to the leeward
10				of Flores and home to.
12				At 4 A.M. Made sail and worked
2				up between the Islands.
4			S.W.	At 11 A.M. the wind being light
6				Capt. Budington lowered away his boat
8				and pulled into Port Santa Cruz.
10				Ended light S.W. breeze and pleasant
12				employed at laying off and on the
				Island.

H	K	Courses	Winds	Remarks
2			S.W.	Tuesday, Nov. 8, 1887.
4				First part this 24 hours light
6				breezes and pleasant at 6 P.M.
8				Captain came on board and brought
10				some sweet Potatoes onions and pumpkins.
12				Layed off of the Island all night.
2				At 8 th P.M. Strong breezes from
4				the N.W. ^{with rain} worked up under the
6				Island and Captain Budington
8			N.W.	went in shore.
10				
12				

H	K	Courses	Winds	Remarks
2				Wednesday, Nov. 9, 1887.
4			S.W. N.W.	First part this 24 hours strong
6				breezes from N.W. with rain.
8				At 1 P.M. Captain Budington
10			N.E.	came on board and kept set
12				away for Fayal.
2				
4				Middle and latter parts fresh
6				breezes with rain squalls.
8			N.W.	At 3 th A.M. Raised the Island
10				of Fayal bearing S.W.
12				

H	K	Courses	Winds	Remarks
2			NW	Thursday, Nov. 10, 1887.
4				First part this 24 hours fresh N.W.
6				breezes with passing rain squally.
8				At 1 ^{1/2} P.M. came to St. Fagal and the
10				Captain went on shore in about 2 hours
12				sent the boat aboard and took the Steward
2				on shore and while the boat was on
4			Southerly.	shore with the Steward the following
6				ran away ——— Deserted
8				Manuel Rodriguez Christian. Swinecups.
10				Discharged. John Pajj de Nasa.
12				Ends fresh southerly Benjamin. Martez.
				breezes and squally. Geo Gleason ship's
				Boat went in shore. and Deserted.

H	K	Courses	Winds	Remarks
2			Southerly.	Friday, Nov. 10, 1887.
4				These 24 hours commenced with fresh
6		SSW.		southerly breezes and squally employed
8	4			at laying off and on the Island
10	16	SW.	Easterly.	At 5 P.M. Captain Buckington came
12	8	WSW.		on board and we shaped our course
2	5	SE & E.		for the Cape de Verdes Islands.
4	7			Shipped the following Men. S.A. Meagher.
6	8			Ends light variable Lewis. Blackman.
8	9		Variable	winds and squally. Joseph. S. Morton.
10	6	S		with a heavy sea.
12	6			

H	K	Courses	Winds	Remarks
2	6	Southerly.	Variable	Saturday, Nov 12. 1887.
4	8			First part this 24 hours light
6	10	SSW.	N.W.	variable winds with squally weather.
8	14			and a heavy southerly sea running.
10	16			put a patch on foresail and tore a hole in
12	18			mainsail shortening sail.
2	16			Ends strong breezes and pleasant.
4	16			all hands employed at ship's duty.
6	16			
8	16			
10	16			
12	16			

Lat. by Obs. 35° 02.4'

H. H. Courses Winds. Remarks. Sunday, Nov. 13, 1887.

2 20 SSW. NW.

4 20

6 20

8 18 S. by W.

10 18

12 18

2 18

4 17

6 16

8 14

10 10

12 8.

First part this 24 hours fresh N.W. breezes and clear weather.

Middle and latter parts more moderate and pleasant. employed at breaking out stores and water. broke out mizen hatch.

Ends light air and pleasant.

Lat. by Obs. 32-00 N

Long " " 28-16 W.

H. H. Courses Winds. Remarks. Monday, Nov. 14, 1887.

2 8 S by W. NW.

4 8

6 6

8 4

10 6

12 8

2 8

4 8

6 6

8 8

10 10

12 12.

North by

First part this 24 hours light N.W. air and pleasant, employed at breaking main hatch.

Middle and latter parts light air and cloudy. All hands employed at ship's duty.

Lat. 31-00 N.

Long. 28-08 W.

H. H. Courses Winds. Remarks. Tuesday, Nov. 15, 1887.

2 16 S by W. N.W.E.

4 16

6 16

8 16

10 16

12 16

2 18

4 18

6 18

8 18

10 18

12 18

First part this 24 hours light air and squally.

Latter parts strong breezes with passing rain squalls. employed at ship's duty.

Lat by Obs 27-19 N.

H	X	Courses	Winds	Remarks
2	18	Sy W.	N.W. & E.	Wednesday, Nov. 16. 1887.
4	18			First part this 24 hours strong breezes
6	20			with passing rain squalls
8	20			
10	20			Middle and latter parts strong breezes
12	20			with passing rain squalls.
2	20			
4	20			
6	20			
8	20			
10	18			Lat by Obs. 23-58. N
12	18			Long " " 26-43. W.

H	X	Courses	Winds	Remarks
2	16	Sy W.	N.E.	Thursday, Nov 17. 1887.
4	16			First part this 24 hours fresh breezes
6	16			with passing rain squalls.
8	16	S		
10	14			Middle part moderated and pleasant.
12	10			
2	8			Ends light airs and pleasant weather
4	8			All hands employed at working on
6	6			rigging and general ship's duty.
8	4			Lat by Obs 22-06. N.
10	4			Long " " 26-15. W.
12	4			

H	X	Courses	Winds	Remarks
2	4	S	Northerly	Friday, Nov. 18. 1887.
4	4			All of this last 24 hours light
6	6			variable airs and pleasant weather
8	6			All hands employed at ship's duty.
10	6			
12	6			
2	8			
4	10			Lat by Obs 21-00. N.
6	10			Long " " 26-20. W.
8	8			
10	6			
12	6			

Remarks Saturday Nov 19 1887

H	M	Course	Winds
2	6	S.	Variable
4	6		
6	6		
8	8	S. by E.	
10	10		Easterly
12	12	S. by W. 1/4 W.	
2	14		
4	14		S. E.
6	16		
8	16		
10	16		
12	16		

This 24 hours commences with light variable air, and pleasant

Later part fresh breezes from the S. E. and Easterly quarter variable.

All hands employed at working ship and general ship's duty.
Lat by Obs. 18-29. N
Long. ... 25-47. W

H	M	Course	Winds
2	18	S. by W. 1/4 W.	S. E. by S.
4	18		
6	18		
8	18		
10	18		
12	16		
2	14		
4			Calm
6			
8	2	S	
10	2		
12	18		

Remarks Sunday Nov 20 1887.

First part this last 24 hours fresh breezes and pleasant weather. At about 8.30 raised the Island of St. Antonio bearing about S. S. E. Middle part light variable air and pleasant weather.

At 11.30 fresh breeze struck down from S. E. Ends strong breezes. Shortest our course for Brava

H	M	Course	Winds
2	9	S. by E.	S. W.
4	9		
6	9		
8	9		
10	9		
12	9		
2			
4			
6			
8			
10			
12			

Remarks Monday Nov 21 1887

This 24 hours commences with fresh breezes and partly clear employed at running our down to the Island of Brava raised the Island at 12 P.M.

Employed at laying off and on the Island the Gunter Brava went in shore with the boat.

Remarks Tuesday Nov. 22. 1887.

H	K	Courses	Winds	
2		S.S.W.	N.W.E.	First part this 24 hours fresh breezes and
4				partly clear. Took the men aboard
6	10			and shaped our course for the South
8	4		light air	Shetland Islands, got eleven men.
10	10			
12	10			Ends fresh breezes and pleasant.
2	12			All hands employed at ship's duty
4	12			brock out light stores and water.
6	12			
8	14			Lat by Obs 12-45 N.
10	12			
12	12			

H	K	Courses	Winds	Remarks. Wednesday, Nov 23., 1887.
2	14	S.S.W.	N.W.E.	All of this last 24 hours pleasant
4	14			breezes and fine weather.
6	14			All hands employed at setting up
8	14			starboard side fore and main rigging.
10	16			
12	16			Surveed and slops to the crew.
2	16			our sail in sight.
4	16			
6	18			Lat. by Obs. 9-39 N.
8	18			25-20.
10	17			
12	17			

H	K	Courses	Winds	Remarks Thursday, Nov. 24., 1887.
2	17	S.S.W.	N.W.E.	First part this last 24 hours pleasant
4	17			breezes and fine weather.
6	16			Later part squally with rain.
8	16			
10	12			Employed at setting up fit staves.
12	10			
2	10			
4	8			
6	6			
8	6			Lat by Obs. 7-48 N.
10	6			Long. by Obs. 26-30 W.
12	6			

Remarks. Friday. Nov 25. 1887.

H	N	Courses	Winds
2	6	S.W.	
4	5		
6	4		
8			
10			
12			
2	6		
4	6		
6	6	S	
8	6		
10	8		
12	8		

All of this last 24 hours light squally weather with rain.

Employed at getting out frame for cook galley on deck.

Ld y. Dr. 7-00. N
Lg " " 25-15. W.

Remarks. Saturday. Nov. 26. 1887.

H	N	Courses	Winds
2	8	S	Variable
4	8		
6	8		
8	12		
10	16	S.S.W.	
12	16		
2	16		
4	16		
6	14		
8	14		
10	14		
12	12		

This 24 hours variable breezes with passing rain squalls

Employed at ship's duty.
Several sails in sight to day

Remarks. Sunday. Nov. 27. 1887.

H	N	Courses	Winds
2	8	S.W.	Variable
4	8		
6	8		
8	8		
10	8		
12	8		
2	10		
4	10		
6	6		
8	6		
10	8		
12	8		

All of this last 24 hours light variable winds and clear weather with occasional passing rain squalls.

Ld y Obs 2-56. N.
Lg " Dr 25-10. W.

H	K	Courses	Winds	Remarks
2	8	SW	SE	Monday, Nov. 28, 1887.

All of this last 24 hours fresh S.E. breeze and pleasant with occasional passing rain squalls and heavy head sea.
Employed at ship's duty.

4	8
6	8
8	8
10	9
12	9
2	9
4	9
6	9½
8	9½
10	9½
12	9½

Lat by Obs. 00=01. N.
Long " " 27=20. W.

H	K	Courses	Winds	Remarks
2	8½	SW	SE	Tuesday, Nov. 29, 1887.

All of this last 24 hours strong breeze and pleasant with passing wind squalls.

Employed at breaking out small stores and water.
Slushed down forecast.

4	9
6	9
8	9½
10	9½
12	9½
2	9
4	9
6	9½
8	9½
10	9½
12	9½

Lat by Obs 3=09. S.
Long " " 29=22. W.

H	K	Courses	Winds	Remarks
2	9	SW	SE	Wednesday, Nov. 30, 1887.

All of this last 24 hours fresh S.E. breeze and pleasant.
Employed at fitting boats.
Slushed down the Mainmast.

4	9
6	9
8	9
10	9½
12	9½
2	8½
4	8
6	8
8	8
10	8
12	9

Lat by Obs = 06 = 06. S.
Long " " = 31 = 22

H	K	Courses	Winds
2	9	S.W. & S.	S.E.
4	9		
6	9		
8	8		
10	8		
12	7½		
2	7		
4	7		
6	7		
8	7½		
10	7½		
12	7½		

Remarks. Thursday, Dec. 1, 1887.

All of this last 24 hours fresh south Easterly breezes and pleasant weather. Saw several sail vessels in sight to day. Moved the anchor in cockpit to day.

Lat by Obs 9 = 14. S.
 Long " " 32 = 52 W.

H	K	Courses	Winds
2	18	S.W. & S.	S.E.
4	18		
6	18		
8	18½		
10	18½		
12	18		
2	17		
4	17		
6	17		
8	17		
10	16		
12	16		

Remarks Friday Dec. 2, 1887.

First part this last 24 hours fresh south Easterly breezes and pleasant weather. Moved the cooke stove into the galley cockpit to day. and partly finished bolting it up.

Lat by Obs 12 = 08. S.
 Long " " 34 = 13. W.

H	K	Courses	Winds
2	16	S.W. & S.	S.E.
4	18		
6	18		
8	18		
10	18		
12	16		
2	16		
4	16		
6	16		
8	18		
10	18		
12	18		

Remarks. Saturday, Dec. 3, 1887.

All of this last 24 hours pleasant breezes and fine weather. All hands employed at ships duty.

Lat by Obs 15 = 05. S.
 Long " " 35 = 31. W.

H.	M.	Courses	Winds.
2	8½	S.W. by S	S. Easterly.

Remarks. Sunday. Dec. 4. 1887.

All of this last 24 hours fine breezes and pleasant weather.

Employed at working ship.

4	8½		
6	8½		
8	9		
10	9		
12	9		
2	9		
4	9		
6	9		
8	9		
10	9		
12	9		

Lat by Obs 18 = 16 8

Long " " 36 = 59. W

H.	M.	Courses	Winds
2	8½	S.S.W.	Easterly.

Remarks. Monday. Dec. 5. 1887.

First part this last 24 hours light Easterly and N.E. breezes and fine pleasant weather.

Employed at setting up head gear.

4	8½		
6	8		
8	7		
10	7		
12	7		
2	6		
4	6		
6	5½		
8	5½		
10	5½		
12	5		

Lat by Obs 20 = 36 S.

Long " " 38 = 10. W

H.	M.	Courses	Winds
2	5	S by W	N. Easterly.

Remarks. Tuesday. Dec. 6. 1887.

First part this last 24 hours pleasant breezes and fine weather. Finished setting up head gear.

Latter part fresh breezes and pleasant. Employed at season of head gear and setting up port side main rigging and various other jobs about the rigging and blocks.

4	7½		
6	7		
8	7½		
10	8		
12	9		
2	10		
4	10		
6	10		
8	10		
10	9		
12	9		

20

H. H. Course Winds.

2 18 S.W. W. Wind

4 18

6 18

8 18

10 18

12 18

2 19%

4 19%

6 19% S.W.

8 20

10 20

12 20

Remarks. Wednesday. Dec. 7. 1887.

First part this last 24 hours
strong northerly breezes and pleasant.
Middle part cloudy with sun rain.
End; light variable westerly breezes.

Employed at setting fore and main
topmast rigging.

Lat by Obs. 25-55 S.

Long " " 42-17 W.

H. H. Course Winds

2 20 S.W. Wind

4 18

6 16

8 12

10 10

12 8

2 8

4 8

6 6

8 4

10 6

12 6

Remarks. Thursday. Dec. 8. 1887.

First part this last 24 hours
variable air and cloudy.

At 9 P.M. wind struck down
about S.E. with black squally
looking weather.

Employed at general ship's duty.

Lat by Obs. 26-43 S.

Long " " 43-00 W.

H. H. Course Winds

2 16 S.W. Wind

4 16

6 16

8 14

10 14

12 12

2 14

4 16

6 16

8 18

10 18

12 18

Remarks. Friday. Dec. 9. 1887.

All of this last 24 hours variable
breezes and cloudy.

Employed at breaking out ship's
stores.

Lat by Obs. 28-41 S.

Long " " 45-46 W.

Remarks. Saturday. Dec. 10. 1887.

H	M	Courses	Winds.
2	10	S.W.	Variable.
4	10		
6	10		
8	10		
10	10		
12	10		
2	10		
4	10		
6	8		
8	8		
10	10		
12	10.		

All of this last 24 hours variable breezes and cloudy.
At Midnight wind freshened
the topsails and hauled down
topsail.

Lat by Obs 29-57. S.
Long " " 47-08 W.

Remarks. Sunday. Dec. 11. 1887.

H	M	Courses	Winds
2	10	S.W.	Variable
4	12		
6	12		
8	12		
10	12		
12	12		
2	12		
4	12 1/2		
6	14		
8	14		
10	14		
12	14		

All of this last 24 hours variable breezes from the Eastward and cloudy.

Lat by Obs 31-31. S.
Long " " 49-14. W?

Remarks. Monday. Dec. 12. 1887.

H	M	Courses	Winds
2		S.S.W.	V.
4			
6			
8			
10			N.E.
12			
2			
4			
6			
8			
10			
12			

First part this last 24 hours variable breezes and pleasant weather.
Later parts pleasant. N.E. and fine weather.

Employed at breaching and bending new sails.

Bent new Topsail, jib and Flying jib and Main Gof Topsail. and stowed back the mizen hatch.

Lat. by Dr. 34-17. S.
Long " " 50-40. W?

22

H. K. Course Winds

2 S.S.W. N.E.

4

6

8

10

12

2

4

6

8

10

12

Remarks. Tuesday. Dec. 13, 1887.

All of this last 24 hours pleasant N.E. breezes and fine weather.

Employed at breaking out port side Mizzen hatch: got out cask no. 3 and bent New Main sail.

pumped off 2 casks water and stowed back the hole.

Lat by Dr. 36-13.8

Long " " 51-51.4 W?

H. K. Course Winds

2 N.E.

4

6

8

10

12

2

4

6

8 S.E. S.

10

12

Remarks. Wednesday. Dec. 14, 1887.

First part strong N.E. breezes and cloudy. At 6-33 got a heavy squall from the westward with rain.

Shortened sail and were round on port tack and hoed to.

Ends strong variable westerly breezes and squally with heavy sea. Kept away at 8 P.M.

Lat by Dr. 37-48.8

Long " " 52-08 W?

H. K. Course Winds

2 S.W. W

4

6

8

10

12

2

4

6

8 N.W.

10

12

Remarks. Thursday. Dec. 15, 1887.

First part this last 24 hours light air and calm.

At Midnight light northerly air and pleasant weather.

Ends strong N.W. breezes and very clear pleasant weather.

Lat by Dr. 38-04. N.

Long " " 52-33. W?

H	K	Courses	Windy
2		S. by W.	N. E.
4			
6			
8			
10			
12			
2			
4			
6			
8			
10			
12			

Remarks. Friday, Dec. 16, 1887.

First part strong breezes and pleasant weather.

Middle part moderate breezes and calm with rain.

Ends light variable breezes and partly clear.

M. Obs.

Lat by D₁ 40-40. S.

Long " " 53-10 W.

H	K	Courses	Windy
4		S. by W.	N.
6			
8			
10			
12			
2			
4			
6			
8			
10			
12			

Remarks. Saturday, Dec. 17, 1887.

All of this last 24 hours fresh southerly breezes and cloudy chilly weather with a heavy sea running.

Lat by Obs 42-04. S.

Long " " 52-39. W.

H	K	Courses	Windy
2		E.	S. W.
4			
6			
8			
10			
12			
2			
4			
6			
8			
10			
12			

Remarks. Sunday, Dec. 18, 1887.

First part this last 24 hours fresh S. W. breezes and light passing clouds.

Middle parts light variable air and calm. At 3 P.M. breeze sprung up from the westward.

Ends strong N. W. breezes and pleasant.

S. S. W. N. E. by E.

Lat by Obs 43-29. S.

Long " " 57-26. W.

N. W.

24

H	K	Courses	Winds
2		S.S.W.	N.W.
4			
6			
8			
10			
12			
2			
4			
6			Variable
8			
10			
12			

Remarks, Monday, Dec. 19, 1887.

This 24 hours commenced with fresh N.W. breezes and partly cloudy.

Middle part moderate breezes accompanied with fog.

Ends light variable breezes and overcast. Saw several humpbacks this afternoon. Employed at general ship's duty.

Lat. by Obs 45-43 S.

Long. " " 59-57 W.

H	K	Courses	Winds
2		S.S.W.	N.W.
4			
6			
8			
10			
12			
2			
4			
6			
8		S.E.W.	
10			
12			

Remarks, Tuesday, Dec. 20, 1887.

All of this last 24 hours light variable breezes and partly cloudy. Employed at various jobs about the Schooner. Painted the house and the after part of the vessel.

Lat. by Obs 46-40 S.

Long. " " 61-38 W.

H	K	Courses	Winds
2		S.E.W.	N.
4			
6			
8			Calms
10			
12			
2			
4			
6		S.E.W.	
8			
10			
12			

Remarks, Wednesday, Dec. 21, 1887.

All of this last 24 hours light variable air and calms lowered down the sail.

Hoisted the Starboard anchor and put both anchors on the bow and bent the cables.

Lat. by Obs 46-50 S.

Long. " " 61-55 W.

H	K	Courses	Winds	Remarks
2		S. by W.	N. by E.	Thursday. Dec. 22. 1887.
4				All of this last 24.
6				breezes and pleasant weather
8				Employed at general
10				
12				
2				
4				
6				
8				
10				
12				

Lat by $63^{\circ} 10' N$
 Long ... $10^{\circ} W$

H	K	Courses	Winds	Remarks
2		S. by W.	N. by E.	Friday. Dec. 23. 1887.
4				All of this last 24.
6				windy and pleasant weather
8				Employed at general
10				
12				
2				
4				
6				
8				
10				
12				

Lat by Obs $50^{\circ} 26' S$
 Long ... $64^{\circ} 35' W$

H	K	Courses	Winds	Remarks
2		S. by E.	N. by E.	Saturday. Dec. 24. 1887.
4				All of this last 24 hours light variable
6				northerly breezes and pleasant weather
8				Employed at general ship's duty.
10				
12				
2				
4				
6				
8				
10				
12				

Lat by Obs $52^{\circ} 40' S$
 Long ... $65^{\circ} 14' W$

Remarks Sunday Dec. 25. 1887.

H	K	Courses	Winds
2		S.S.E.	N.
4			rather.
6			
8			
10			
12			
2			
4			
6			
8			
10			
12			

First part this last 24 hours
light variable air and calm with
pleasant weather.
Middle part foggy.
At 6 A.M. raised the Three
Brothers on Sierra Del Fuego.
beginning about S.S.W. $\frac{1}{2}$ W.
Ends light variable air and cloudy.
No Obs.

H	K	Courses	Winds
			W

Remarks Monday Dec 26 1887.

First part this last 24 hours
light variable and cloudy At 8 P.M.
hailed around Cape St Diego and
worked up the west coast.
Ends strong S.W. breeze and
cloudy.

H	K	Courses	Winds
---	---	---------	-------

Remarks Tuesday Dec 27. 1887.

First part this last 24 hours
strong N.W. breeze and pleasant
breeze weather.
Middle part squally stood in the
bay the bow of the Island and
shortened sail were ship and stood
off shore. Ends more moderate
made sail and stood in shore.
Coiled away the haly to main boom
to sprit and let the main boom
down on deck the stern board.

H H Courses Winds. Remarks. Wednesday. Dec 28. 1887.

All of this last 24 hours light westerly and S.W. breezes and cloudy.
At 8 A.M. came to anchor under the lee of Cape Hall in 12 fathoms water.
Employed at ship's duty.

H H Courses Winds. Remarks. Thursday. Dec. 29. 1887.

All of this 24 hours variable breezes and pleasant.
Employed at breakfast and tending the schooner, and general ship's duty. Took in starboard boat and ironed off her bow. Set the new trysail and found it had to much head to it cut it off on the foot.

H H Courses Winds. Remarks. Friday. Dec. 30. 1887.

First part this last 24 hours light variable breezes and pleasant.
At 4 A.M. Colled all lamp hoar short and got under way and stood up the coast with a southerly breeze. and over cast heard distant thunder.
Ends light variable air and cloudy.

H H Course Wind Remarks. Saturday, Dec. 31, 1887.

First part this last 24 hours light southerly breeze and cloudy.
Middle part light variable breezes.
At about 2 P.M. winds hauled to the westward and freshened. worked up under Lenox Island and came to anchor with Starboard anchor in 11 fathoms water and 30 fathoms chain.
Ends moderated. S.W. Gale.

H H Course Wind Remarks. Sunday, Jan. 1, 1888.

This 24 hours laying at anchor under Lenox Island blowing a Gale from the S.W. with occasional passing rain and hail squalls.
First part put out Starboard boat and put sun paint on the lead spots.

H H Course Wind Remarks Monday, Jan. 2, 1888.

First part this last 24 hours Moderate Gale from the S.W. with passing rain squalls. At Midnight Gale Moderated. Called all hands at 2 A.M. and got under way stood out side but the wind breezes up and came back to anchor let go port anchor in 7 fathoms water and 30 fathoms chain. At 3 P.M. let go Starboard anchor. At Midnight Moderated. This day ends sea log.

Remarks. Tuesday Jan 3. 1888.

This day commences Civil Log. At 5.30. Colled all hump and got under way and stood out to the Cavouts with a light breeze from the northward at noon lowered the boats went in and worked the rocks and returned at 7 P.M. with 61 skins.
Endy light northerly air.

Remarks. Wednesday Jan 4. 1888.

First part the last 24 hours fresh S.W. breeze and squally. At 8 P.M. Kept Schooner away for Schousfield Bay. Came to anchor at 1.30 A.M. Midnight with 1st anchor in 32 fathoms water and 75 fathoms chain.

Remarks. Wednesday Jan 4. 1888.

This day commences with light northerly air with foggy atmosphere with light. At Noon went in with the boats and worked the Deciet Rocks and came on board at 4 P.M. with 62 Seal skins. At 8th wind breezes up from the S.W. and freshens Kept away for Schousfield Bay. Ends strong breeze and squally.

Remarks, Thursday Jan. 5, 1888.

First part this last 24 hours blowing a Gale from the S.W. with passing rain and hail squalls. At 1.30 P.M. let go Starboard anchor in Schoufeld bay with 75 fathoms chain and 30 fathoms water. Employed ed beaming skins. Endy more moderate.

Remarks, Friday Jan. 6, 1888.

First part this last 24 hours strong S.W. breezes and partly clear. Middle part air and calm. At 4.11 P.M. Called all hands and commenced to heave in hoar in to 45 fathoms; got breakfast and went in and got 2 Cases of water. Manned the windless hoar short and got under way at 1. P.M. At 7 P.M. Came to anchor between Waleston and Herschel Islands. in 10 fathoms water and 18 fathoms chain on starboard anchor.

Remarks, Saturday Jan. 7, 1888.

First part this last 24 hours light E.S.E. breezes and cloudy. Middle part light variable air with light rain squalls. Employed ed beaming and salting skins. Endy strong S.W. breezes.

Remarks Sunday Jan. 8. 1888.

All of this last 24 hours strong S.W. breezes with passing rain squalls. Finished roofing the Fry Sail.

Remarks Monday Jan. 9. 1888.

First part this last 24 hours light variable air and caling. At 7 A.M. wind struck down about S.W. and blew a gale. Employed at scraping down the masts and several other jobs about the Boat and vessel. Ends More moderate.

Remarks Tuesday Jan. 10. 1888.

First part this last 24 hours light variable air and cloudy. At 5.30 A.M. Called all hands and got under way worked outside and found a strong westerly breeze a blowing with a heavy sea running. At 3 P.M. took in the light sails. Lowered down the main sail and furled it and set the Fry Sail and stood out for the Diego. Ends strong breezes and heavy sea running.

Remarks Wednesday Jan. 11. 1888.

This 24 hours commences with strong westerly breezes with passing rain squalls and heavy sea running. At Noon came to anchor at the Diego in 22 fathoms water and 65 fathoms chain on starboard anchor. went in and worked the East rockery and got 4 skins.

Remarks Thursday Jan 12. 1888.

All of this last 24 hours strong westerly breezes and heavy sea running with passing rain squalls.

Remarks. Friday. Jan. 13. 1888.

All of this last 24 hours strong westerly breezes and heavy sea running with passing rain squalls. All hands on board.

Remarks. Saturday. Jan. 14. 1888.

First part strong breezes and squally with heavy sea. Middle part more moderate went over the land to west rookery and returned skunked. Ends more moderate.

Remarks. Sunday. Jan. 15. 1888.

This 24 hours commences with light northerly breezes and pleasant at 3. by A.M. Callected all hands and got under way. At 8 by lowered the boats and went to the north rocks and returned at 2 by P.M. with 62 Skins. At 7 by left Sch. away for the South Shetlands with a strong westerly breeze Course S.E. Lowered the Main Sail and ran off under the head sails with a strong breeze and a heavy sea.

Remarks. Monday. Jan. 16. 1888.

All of this last 24 hours strong westerly and S.W. breezes with passing rain and hail squalls accompanied with a heavy head sea running. At 8. by A.M. Saw a bark on starboard side heading into the Eastward under short sail.

Remarks. Tuesday. Jan. 17. 1888.
This 24 hours commences with strong westerly breezes and cloudy. Middle and latter parts foggy. Employed at Beaming and salting skins.

Remarks. Wednesday Jan. 18. 1888.

All of this last 24 hours light westerly breezes veering from S.W. to N.W. With a heavy swell running. At 3⁴⁵ A.M. Came to an Starboard tack. At Noon kept away and came to an port tack at 3⁴⁵ P.M. At 7⁴⁵ Fog lifted raised Smith's Island bearing E. by S. Kept away and ran port untill about 9⁴⁵ when the fog shut down. Ends thick fog at Midnight.

Remarks. Thursday. Jan. 19. 1888.

First part this last 24 hours moderate westerly breezes and thick fog. At 3⁴⁵ A.M. fog lifted and we saw the Island kept away for it and stood in and worked up to Cape Jones. Ends light variable air and pleasant weather.

Remarks. Friday. Jan. 20. 1888.

First part this last 24 hours light variable air and calm. At 6⁴⁵ A.M. lowered the boats and went in and looked at the rocks around Cape Jones. Came on board at noon saw nothing. brooks and plover and water. Ends light variable air and pleasant.

Remarks. Saturday. Jan. 21. 1888.

First part this last 24 light variable air and pleasant Middle part strong breezes and squally. worked Cape Barlow and got nothing. Came to anchor in Bages Island Harbor. at 5 P.M. in 5 fathoms water and 25 fathoms chain on Starboard anchor blowing strong.

Remarks. Sunday, Jan. 22, 1888.

First part this last 24 hours strong S.W. breeze accompanied with snow squalls. Latter part more moderate. At 6th P.M. lowered the boat and worked Rugged Island came on board at 11th got nothing.

Remarks. Monday, Jan. 23, 1888.

First part moderate S.W. breeze and pleasant weather. At 8. A.M. Got under way and worked windward, Island and Roberg beach with the boat got 3 seals. Came to anchor at Desolation harbor in 10 fathoms water and 40 fathoms chain on Starboard anchor blowing strong from the S.W.

Remarks. Tuesday, Jan. 24, 1888.

This 24 hours commences with strong S.W. breeze and clear weather. Middle and Latter part moderate breezes and calms with pleasant weather. Employed at various jobs about the vessel and boat. in the afternoon lowered the boat and pulled around the Island saw nothing.

Remarks. Wednesday, Jan. 25, 1888.

First part light winds and thick fog from the northward. Middle part light air and calms. Ends thickets fog with rain.

Remarks. Thursday, Jan. 26, 1888.

During this last 24 hours light variable northerly with fog and some rain. All hands on board.

Remarks. Friday Jan 27. 1888.

First part this last 24 hours thick fog and light variable air. Middle part fog lifted, filled w. Calm, fresh water. Ends thick fog.

Remarks. Saturday Jan 28. 1888.

First part this last 24 hours light variable air and calm. At 8th A.M. Got under way and went to Cape Sheriff and got 21 Skins. and kept away for Degeleshen came to anchor at midnight wind S.W. with thick fog.

Remarks. Sunday Jan 29. 1888.

First part this last 24 hours fresh S.W. breezes accompanied with thick fog and passing snow squalls. Ends more moderate and cloudy.

Remarks. Monday Jan 30. 1888.

First part this last 24 hours fresh S.W. breezes and partly clear. At 2.30 A.M. Collected all hands and got underway and stood along the east side of the islands at 10 P.M. came to on port tack and put a reef in the mainsail. At 7th P.M. furled the mainsail blowing strong from the S.W. with a heavy sea running.

Remarks. Tuesday Jan 31. 1888.

First part this last 24 hours fresh S.W. breezes and heavy sea running. At 2 P.M. Shipied a sea and lost the Starboard boat and carried away the fore ward davy. At 4th P.M. were round and looked for the boat but saw nothing of her the weather moderated a little. Ends strong breezes and clear.

Remarks. Wednesday Feb. 1. 1888.

First part strong S.W. breeze and clear weather. At 4 P.M. put the spare boat in the starboard creaks. Ends at midnight light northerly breeze and thick fog. At 10 P.M. hauled to head by to the westward.

Remarks. Thursday Feb. 2. 1888.

All of this 24 hours variable northerly and westerly breezes accompanied with thick fog. at about 6 P.M. raised the land but the fog shut down again hauled to off shore tack and tack.

Remarks. Friday Feb. 3. 1888.

All of this last 24 hours variable winds and thick fog stood in and made the seal rocks and stood off shore again the weather being thick.

Remarks. Saturday Feb. 4. 1888.

First part this last 24 hours light northerly and westerly breezes with thick fog. At 6 A.M. stood in for the land the fog lifted a little. Made the seal rocks and worked up to them and layed off and on. Ends variable N.W. breeze and cloudy.

Remarks. Sunday Feb. 5. 1888.

This 24 hours commences with moderate variable north westerly breezes and thick fog. Middle part fog lifted a little worked the seal rocks and got 15 skins. Ends thick fog mid moderate.

Remarks. Monday Feb. 6. 1888.

All of this last 24 hours variable southerly winds with variable weather accompanied with snow and rain squally moderate breezes and strong breeze and bad appearance of weather. At 4 P.M. kept her off shore about 15 miles and hove to under short sail.

Remarks. Tuesday. Feb. 7. 1888.

All of this last 24 hours strong variable breezes and Gales veering from about S.E. to S.W. Accompanied with rising snow and rain squalls.

At 4.30 P.M. Carved away Flying Jit Boon. And Fore Topmast. picking in a heavy sea being the cause.

Remarks Wednesday February 8. 1888.

First part this last 24 hours moderate South Easterly Gale and thick cloudy weather. At P.M. Kept the Schooner away and shaped our course for the Diggos. Winds more moderate and the winds hauled to the Southward.

Remarks Thursday Feb. 9. 1888.

All of this last 24 hours strong South westerly breezes and cloudy with sun fog. and heavy head beat sea running. At 5.30 P.M. Capt. Bridgman called Geo. D. Burton the cook aft and told him if he did not do better in future he would put him in irons and carry him in port. he neglects his duty is incompetent and dirty Guardroom to the men, and uses abusive language to the Mate and in short is a bad Man to have on board of any vessel.

Remarks. Friday. Feb. 10. 1888.

All of this last 24 hours light S.W. winds and over cast with sun fog. through out the 24 hours.

Remarks. Saturday. Feb. 11. 1888.

This 24 hours much the same as the last light S.W. winds cloudy with fog.

Remarks Sund. Feb. 12, 1888.

All of this last 24 hours variable Easterly and S.E. breezy and cloudy with fog. Sent in the Flying jib. Bognr. and repaired it. sent it out and bent Flying jib.

Remarks. Monol. Feb. 13, 1888.

First part light variable breezes and thick weather. At 8 A.M. Windy struck down about S.W. and increased to a Gale shortened sail and hove to. The weather cleared but passing clouds.

Hauled up the chains from the lockers and coiled them aft to trim the Schooner she acting best in a sea way. Ends more moderate.

Lat by Obs 56-08 S. — Long. by Obs. 63-06. W.

Remarks Tuesday Feb. 14, 1888.

First part variable northerly and N.E. breezes and cloudy. Middle part wind freshened and cleared the weather. At 8 A.M. Raised Stafen ^{Sundet} Island to the northward. Ends fresh northerly breezes and pleasant weather.

Remarks Wednesday Feb. 15, 1888.

First part light northerly airs and calms with cloudy weather. Latter parts light variable airs and calms with pleasant weather. At about 6 P.M. Came to anchor in Slogget. Lay in 16 fathoms water and 30 fathoms chain on port anchor.

Remarks Thursday Feb. 16, 1888.

Commenced with fresh northerly breezes and clear weather. At 2.30 Called all hands and got under way. At Noon lowered the boats and worked the Ebbots and 9d 12 Sprin. Sec. S. ^{the Co. etc.} Barten. Struck Manuel. Montaro in the mouth and set it to bleeding. and Capt. Buttrington had him put in irons and yod. in the Mizzen hatch.

At 7 P.M. Came to anchor in Long Cove in 6 fathoms water and 30 fathoms chain on starboard anchor blowing strong from the S.W. and squally.

Remarks. Friday Feb. 17, 1888.

Commences with strong S.W. breezes and squally.
At 5.30. Called all hands and got ready to break out stores.
finished breaking out and stowed back at noon.
in the afternoon set up head gear and trawl ree bend the mainmast. Ends Light. S.W. breezes and passing in squalls
Let the Cook out of irons for a few minutes.

Remarks. Saturday Feb. 18, 1888.

All of this last 24 hours S.W. breezes and passing rain squalls. Employed at getting wood and water.
Let the Cook out of irons for a few minutes.

Remarks. Sunday Feb. 19, 1888.

All of this last 24 hours variable northerly breezes and overcast weather with occasional passing rain squalls.
At 4 A.M. Called all hands and got under way.
At 8 P.M. Came to anchor Schepanum in 72 fathoms water and 30 fathoms chain on starboard anchor.

Remarks. Monday Feb. 20, 1888.

Commences with strong S.W. breezes and passing wind clouds. Middle part wind increased to a Gale. Hauled out to 46 fathoms on starboard chain. Ends more moderates with rain in him. Left Badgley interviewed the Cook to day but could not get a satisfactory answer.
Remarks. Tuesday Feb. 21, 1888.

All of this last 24 hours variable breezes and calms with cloudy overcast weather and passing rain squalls. Employed at getting wood and water.

Remarks. Wednesday. Feb. 22, 1888.

First part light variable air and calm with overcast weather. At 8 A.M. how short the weather being moderate we let her hang with the anchor under foot. At 11^h Wind sprang up S.W. Got underway but the wind increased to a Gale so we came to anchor again. Continuing through the 24 hours to blow a gale let go Starboard anchor with 45 fathoms chain and 10 fms water.

Remarks. Thursday. Feb. 23, 1888.

All of this last 24 hours fresh Gale from the S.W. with passing rain and hail squalls.

Remarks. Friday. Feb. 24, 1888.

First part fresh S.W. Gale with passing rain squalls. Latter part variable winds light air and calm. At 10 A.M. Got under way and came to anchor. At 10 P.M. in Murry Narrows in 17 fathoms water and 35 fathoms chain on Starboard anchor. Capt Ridgeman let the Cooks out of irons to sleep he thought he could behave himself and let the men alone.

Remarks. Saturday. Feb. 25, 1888.

First part light variable air and. At 8 A.M. Got under way and worked up through Murry Narrows. And came to anchor in the Beagle Channel in 13 fathoms water and 30 fathoms chain on Starboard anchor. Ends light air and calm. *Barometer rising 55 56 57*
Stop

Remarks. Sund. Feb. 26. 1888.

At 4 A.M. Called all hands and got under way with light variable airs. At 10 A.M. Came to anchor in the channel in 13 fathoms water and 45 fathoms chain on port anchor blowing strong from the S.W. with rain. Carred away Flying jib Bob Stay.

Remarks. Mond. Feb. 27. 1888.

All of this 24 hours strong S.W. breezes with passing rain and snow squalls. Employed at fitting new wire Flying jib Bob Stay. and setting up head gear and slushed down the masts.

Remarks. Tuesd. Feb. 28. 1888.

All of this last 24 hours strong S.W. breezes with passing rain and snow squalls. At 7 A.M. got under way and came to anchor in N.W. Arm in 10 fathoms water and 30 fathoms chain on starboard anchor.

Remarks. ^{Feb} Wednes. 29. 1888.

All of this last 24 hours strong S.W. breezes with passing rain and snow squalls. Got 14 Casks of fresh water.

Remarks. Thurs. Mar. 1. 1888.

This 24 hours comprises of variable weather snow and rain. squally and and cloudy with strong breezes and light airs. S.W. At 8 A.M. got under way and came to anchor at 5.30 in 10 fathoms water and 20 fathoms chain on starboard anchor.

Remarks. Frid. Mar. 2. 1888.

All of this 24 hours light S.W. air and calm with rain. At 4 P.M. The Oregon Team Man of War. Comdr. Py. Stood in to the harbor, and spoke up bound to Sandy Point.
Got 4 Casks fresh water.

Remarks. Sat. Mar 3. 1888.

First part light variable air and pleasant at 5 A.M. Calm. All day and got under way. At 10 A.M. the wind breezes up with heavy variable squalls. At Noon. a squall struck down from the S.W. and carried away the Main Boom, and the after part of the Main Cross tree and let the main throat halyard block down by the run. Carried away fore stay. and was forced to pull back to anchor again, came to anchor in 10 fathoms water and and 36 fathoms chain on starboard anchor blowing heavy from the S.W. and blowing a Gale from the S.W. with rain and snow squalls.

Remarks. Sund. Mar. 4. 1888.

All of this 24 hours fresh S.W. breezes with passing rain and snow squalls.
Employed at clearing away the old Boom and fitting the new one.

Remarks. Mond. Mar. 5. 1888.

This 24 hours S.W. breezes with passing rain squalls. Employed at fitting Main Boom and getting the running rigging ready.

Remarks. Tuesday, Mar. 6. 1888.

First part strong S.W. breezes with rain. Employed at fitting Main Boom. and getting the gear ready. Only moderate breeze with rain.

Remarks, Wednes. Mar. 7. 1888.

All of this 24 hours S.W. breezes with rain
Finished Main Boom. and shipped it an end.
and set up Fore Stay.

Remarks, Thurs. Mar. 8. 1888.

This 24 hours fresh S.W. breezes with rain squalls
Employed at fitting spare Gaff.

Remarks, Frid. Mar. 9. 1888.

All of this 24 hours moderate variable breezes and partly
pleasant with occasional passing slight rain squalls.
Employed at breacking out sails. Bent new Fore Stay, Sail.
and got the old Main sail ready to bend.

Remarks, Sat. Mar. 10. 1888.

All of this 24 hours light variable northerly air and
partly pleasant and partly cloudy with slight rain
Bent the old Main, Sail.

Remarks, Sund. Mar. 11. 1888.

First part light northerly and N.E. winds and pleasant
At 5: A.M. Called all hands and got under way
At about 9 hrs, wind commenced to breeze on ^{with rain}
squalls. shortened sail at noon got a heavy squall
S.W. had ~~two~~ had two late in fore string and kept
away for a harbor. Came to anchor in 13 fathoms water
and 45 fathoms chain on starboard anchor.

Remarks Mond. Mar. 12. 1888.

This 24 hours variable winds and light air accompanied with
rain in squalls. sunshine, and cloudy.
At 5: A.M. Called all hands and got under way and came
to anchor at noon the hole making a head and light winds
prevailing. The Second Mate off of duty with a sore throat.

Remarks. Tuesday, Mar. 13. 1888.

First part light variable northerly and n.w. breezes.
At 5 A.M. Colled all hands and got under way and
worked through into Whale Boat sound and the wind struck
down about N.W. and blowed a Gale with a blinding
rain storm shortened sail and worked into a harbor
Came to anchor in 15 fathoms water and 30 fathoms
chain on starboard anchor.

Remarks. Wednes. Mar. 14. 1888.

All of this 24 hours strong northerly winds with
rain squalls. The Second Mate is feeling better.

Remarks. Thurs. Mar. 15. 1888.

First part fresh northerly winds with rain squalls
At 8 A.M. Got under way and worked a cove
Desolate Bay and came to anchor in 8 fathoms
water and 25 fathoms chain on starboard anchor
 Latter part pleasant with variable northerly breezes.

Remarks. Frid. Mar. 16. 1888.

First part light variable air and calms with rain
At 8.30 A.M. Got under way and came to anchor at 6
P.M. in 18 fathoms water and 40 fathoms chain on
starboard anchor. Oncls. strong breezes with rain squalls
The Second Mate is out of his mind is not so well.
Remarks. Sat. Mar. 17. 1888.

First part strong southerly and westerly breezes and
passing hail and rain squalls.
At 8 A.M. Got under way and worked up into
Cockburn Channell and came to anchor at 6 P.M.
in 6 fathoms water and 15 fathoms chain on
starboard anchor. got 2 casks water.
The Second Mate no better.

Remarks. Sund. Mar. 18. 1888.

All of this 24 hours light variable air and over cast and light passing rain squalls. At 9 A.M. Got under way and came to anchor in Hope Harbor in 10 fathoms water and 25 fathoms chain on starboard anchor.

Remarks. Mond. Mar. 19. 1888.

All of this 24 hours light variable air and perfectly clear pleasant weather. At 7 A.M. Got under way and stood a cross the Straits of Magalhaens. and at noon the Captain lowered a boat and went on board of an old hulk and got sign boards and wire rigging. Came on board and we shaped our course for Sandy Point. wind light and northerly.

Remarks. Tues. Mar 20. 1888.

All of this last 24 hours light variable air and over cast. The second Mate Antonio Perier Died at 8.30 A.M. About 5 Miles south of Sandy Point. At 10.30 Came to anchor in 13 fathoms water and 30 fathoms chain on starboard anchor. A boat came on board containing the Doctor and Interpreter came on board and made an examination of the Corps and took a deposition of the Captain and Officers as to cause of Death. At 5.30 took the Corps on shore to be prepared for interment.

Remarks. Wednes. Mar. 21. 1888.

All of this 24 hours moderate southeasterly breeze and pleasant. Mr Antonio Perier was buried to day and the Ships crew attended the funeral.

Remarks. Thurs. Mar. 22. 1888.

All of this last 24 hours light variable southeasterly wind and calms. Employed at breaking out and packing seal skins.

Remarks. Frid. Mar 23. 1886.

First part thick fog with light air and calm.
 Latter part light southerly breeze and pleasant.
 Stowed back and scrubbed the grass off of the starboard
 side of the vessel and towed sun spars over a shore
 in exchange for sun strops.

Remarks. Sat. Mar. 24. 1886.

All of this last 24 hours light variable southerly air
 and calm with pleasant weather.
 Employed at setting up head gear temporary.
 The Carpenter made a mold for David, and general
 ship's duty.

Remarks. Sund. Mar. 25. 1886.

All of this last 24 hours moderate southerly
 breeze and cloudy with sun rain.

Remarks. Mond. Mar. 26. 1886.

All of this last 24 hours light variable, variable air and
 other cast drying weather. All hands on board.

Remarks. Tues. Mar. 27. 1886.

All of this 24 hours light variable breeze and cloudy
 with sun rain.

Remarks. Wednes. Mar. 28. 1886.

This 24 hours variable winds and perfectly clear.
 At 6. P.M. Shipped 1 Cask and 2 Bbls to S.M.
 Lanson & Co containing 240 Seal Skins. on board
 steamer Magallan. Ends light S.W. breeze and pleasant

Remarks. Thurs. Mar. 29. 1886.

All of this 24 hours variable breezes and pleasant weather employed ship's duty.

Remarks. Frid. Mar 30. 1886.

This 24 hours light easterly and N.E. breezes and cloudy with over cast weather.

Remarks. Sat. Mar 31. 1886.

All of this last 24 hours moderate variable easterly and N.E. breezes and cloudy with sun.

At 3 A.M. Capt. Buckingham came on board and got under way and came to anchor under Friedell coast in 3 fathoms water and 15 fathoms chain on starboard anchor.

Remarks. Sund. Apr. 1. 1886.

All of this 24 hours moderate easterly breezes and pleasant weather. At 5.30. Collected all hands and got under way. Capt. Buckingham had some difficulty with the steward ^{Ernest Fleming} and ~~him~~ under took to draw a knife on him and the Mait, we put him in irons and put him down in the main hatch until we could turn him over to the Capt of the Port. Came to anchor out side of Pocket harbor in 5 fathoms water and 20 fathoms chain on starboard anchor. Capt. Buckingham lowered starboard boat and went in pursuit of a steward returning about 9 P.M. with John Daly to act as steward until he could ship him.

Remarks. Mond. Apr. 2. 1886.

This 24 hours light variable winds and pleasant. At 5.30. got under way. Came to anchor at noon at Sandy Point. in 10 fathoms water and 25 fathoms chain on starboard anchor. And turned the steward Ernest Fleming over to the Capt of the Port.

Remarks. Tues. Apr. 3. 1888.

Commences with light westerly breezes and pleasant. Mr. Captain and Matt and two men before the mast were notified to appear before the Capt of the Port to give in their evidence as to the Stewards case before the Judge. Steved. from Daily as Stewards. Ends light westerly winds with passing rain squalls.

Remarks. Wednes. Apr. 4. 1888.

First part light variable westerly winds and pleasant. Capt. Buckingham sent of a Bullock and came on board at 1.30 and P.M. And we got under way for the coast of Sierra Leone. At about 9 P.M. Came to anchor at Port. Lamin. Ends light air and calms.

Remarks. Thurs. Apr. 5. 1888.

Commences with light variable air and calms. got under way at 5 A.M. and came to anchor at Hope harbor in 8 fathoms water and 20 fathoms chain on starboard anchor.

Remarks. Fri. Apr. 6. 1888.

All of this last 24 hours fresh westerly and S.W. breezes with passing rain squalls. At 6 A.M. got under way and came to anchor Barrag head in 10 fathoms water and 25 fathoms chain on starboard anchor.

Remarks. Sat. Apr. 7. 1888.

First part fresh northerly breezes and cloudy with sun rain. At 6 A.M. got under way and came to anchor in Desolate bay in 14 fathoms water and 30 fathoms chain on starboard anchor. Ends light variable air and calms with pleasant weather.

Remarks. Sund. 8. 1888.

All of this last 24 hours light variable air and calm
At noon got under way stood across the bay the wind
being light came to anchor and got 3. Calk of water

Remarks. Mond. Apr. 9. 1888.

All of last 24 hours light westerly winds and cloudy
with passing rain squalls. At 5.30. got under way and
came to anchor at 6. P. M. in north west arm
in 15 fathoms water and 28 fathoms chain on starboard
anchor.

Remarks. Tues. Apr. 10. 1888.

This day commences with strong westerly breeze with
rain squalls. At 8. A. M. got under way and
the wind died out being light and baffling came
to anchor at 3. P. M. Came to anchor across on the
south side of the arm in 8. fathoms water and 20 fathoms
chain on starboard anchor. on bent Fore Staysail and
got a boat load of wood.

Remarks. Wednes. Apr. 11. 1888.

All of this last 24 hours light variable air and calm
with pleasant weather finished repairing the Main Sail.
on bent the old wone and stowed it below deck and
bent the new wone. Came to anchor in the Beagle Channel
in 8 fathoms water and 24 fathoms chain and
starboard anchor.

Remarks. Thurs. Apr. 12. 1888.

All of this 24 hours light variable air and calm
At 8. A. M. got under way ^{2.8 a.m.} and came to anchor at
6. P. M. in the channel in 10 fathoms water and 30 fathoms
chain on starboard anchor.

Remarks. Frid. Apr. 13. 1888.

All of this last 24 hours light variable air and pleasant weather. At 8. A.M. got under way and came to anchor at 7. P.M. under the S.W. Point of Haverin Island. in 8 fathoms water and 28 fathoms chain on starboard anchor.

Remarks. Sat. Apr. 14. 1888.

This 24 hours light easterly winds and squally weather. At 8. A.M. got under way and came to anchor in Whirlpool Bay. in 6 fathoms water and 18 fathoms ~~chain~~ on starboard anchor.

Remarks. Sund. Apr. 15. 1888.

All of this last 24 hours variable winds and squally weather. At 8. A.M. got under way and came to anchor in Pictou Island Harbor in 7 fathoms water and 25 fathoms chain on starboard anchor.

Remarks. Mond. Apr. 16. 1888.

This 24 hours variable southerly winds with passing snow squalls.

Remarks. Tues. Apr. 17. 1888.

All of this 24 hours strong southerly winds with passing rain and snow squalls. got a good load of wood.

Remarks. Wednes. Apr. 18. 1888.

All of this last 24 hours strong S.W. breezes with passing snow squalls.

Remarks. Thurs. Apr. 19. 1886.

All of this last 24 hours light variable winds and pleasant weather. At 8. A.M. got under way. Came to anchor outside of Sisseton bay in 15 fathoms water and 45 fathoms chain on starboard anchor.

Remarks. Frid. Apr. 20. 1886.

All of this 24 hours light variable winds and pleasant weather. At 8. A.M. got under way. Came to anchor at 5. P.M. in Spanish Harbor in 6 fathoms water and 18 fathoms chain on starboard anchor.

Remarks. Sat. Apr. 21. 1886.

This 24 hours light variable winds and calms with pleasant weather. Employed at ship's duty.

Remarks. Sund. Apr. 22. 1886.

This 24 hours light air strong breezes. N.W. and calms alternately. At 4. A.M. Called all hands and got under way. At Noon Came to anchor in Upper good success harbor in 6 fathoms water and 18 fathoms chain on starboard anchor.

Remarks. Mond. Apr. 23. 1886.

Commenced with strong S.W. breezes and cloudy. Middle part rain squalls. Ends strong breezes and passing broken clouds. Employed at breaking out provisions.

Remarks. Tues. Apr. 24. 1886.

All of this last 24 hours light air and calm with partly clear weather.

At 8 A.M. got under way and worked up the coast as far as Thetis Bay and came to anchor at noon in 10 fathoms water and 25 fathoms chain on starboard anchor.

Remarks. Wednes. Apr. 25. 1886.

First part northerly wind and cloudy. Later parts light variable wind and calm with pleasant weather. At 8 A.M. got under way.

Remarks. Thurs. Apr. 26. 1886.

All of this 24 hours light variable wind and passing broken clouds.

At 10 A.M. came to anchor at Good Success harbor in 10 fathoms water.

Remarks. Frid. Apr. 27. 1886.

All of this last 24 hours light northerly wind and pleasant weather. At 8.30 A.M. got under way the wind and tide being a head went back and came to anchor.

Remarks. Sat. Apr. 28. 1886.

All of this last 24 hours light variable northerly air and calm with pleasant weather, between the passing clouds.

Remarks. Sund. Apr. 29. 1886.

This 24 hours light variable air and calm. At 11 A.M. got under way and came to anchor at Thetis Bay. lowered the boat picked up a spar from a wreck ship for a topmast.

Remarks. Mond. Apr. 30. 1886.

All of this last 24 hours light northerly winds and cloudy. At 8. A.M. the boat went to the deck and got a topsail yard for a flying jib boom. At Noon got under way.

Remarks. Tues. May. 1. 1886.

All of this last 24 hours and pleasant weather Employed at working up the coast.

Remarks. Wednes. May. 2. 1886.

All of this last 24. light variable winds and pleasant weather. Employed at ship's duty.

Remarks. Thurs. May. 3. 1886.

Commences with light northerly winds and pleasant weather. Latter part, fresh westerly winds. And S.W. Gales with clear weather.

Remarks. Frid. May. 4. 1886.

First part fresh S.W. Gales and clear weather. At Midnight moderated. Kept the vessel away at 1.30 A.M. And commenced to make sail. Middle part light variable winds and pleasant. Ends fresh N.W. breezes and cloudy with sun rising. At 8.30 A.M. Came to anchor at Cape Paga Bay in the Strait of Magellan in 11 fathoms water and 30 fathoms chain on starboard anchor.

Remarks. Sat. May. 5. 1888.

First part fresh S.W. Gale and clear weather with a heavy sea running. At 2 A.M. hauled out chain to 50 fathoms. Carried away jib. Stay. bob chains slackening up the stay. Ends more moderate.

Remarks. Sun. May. 6. 1888.

First part fresh S.W. breeze and clear weather. At 5.30 A.M. Collected all hand and got under way. Set up the jib stayed temporary with some tacks. Came to anchor at Sandy Point at 8.30 P.M. in 6 fathoms water and 23 fathoms chain on Starboard anchor. Ends light variable winds and pleasant.

Remarks. Mon. May. 7. 1888.

All of this last 24 hours light S.W. winds and light air and calms with over cast weather. Employed at breaking out provisions and water. At 8.30 P.M. heard a midget holler in the harbor lowered a boat and picked up some of our crew. Remarks. Tues. May. 8. 1888.

All of this last 24 hours light variable winds and cloudy. Employed at setting up jib. Stays. and general ships duty. At 8 A.M. Mustered all hands and found two of our crew missing supposed they they under took to swim a shore.

Remarks. Wednes May. 9. 1888.

All of this 24 hours light northerly and N.W. winds and calms with passably clear weather. Employed at ships duty. Shipped a covek to day.

Remarks. Thurs. May. 10. 1888.

All of this 24 hours light variable wind and pleasant weather. Employed at general ships duty. Shipped a seaman to day.

Remarks. Frid. May. 11. 1888.

All of this last 24 hours light northerly and n.w. wind and calmer. At about 7 P.M. the second Mail Mr. Potter, while the third Mail was in shore took the starboard boat and stole a repeating rifle with about 800 cartridges belonging to her and a pair of new boots belonging to the vessel; and five of the crew and ran a way. The first Mail as soon as he came on board went in pursuit and found the boat on the beach with the boots in her and 1 Box of Cartridges.

Remarks. Sat. May. 12. 1888.

All of this last 24 hours light northerly air and cloudy with occasional passing squalls with sun rain.

Remarks. Sund. May 13. 1888.

All of this day light variable air and partly clear

Remarks. Mond. May. 14. 1888.

This day light variable air and calms though out. with passing squall clouds accompanied with sun rain, and pleasant between the squalls. Employed at general ships duty.

Remarks. Tues. May 15.

All of this last 24 hours light variable air and calms with partly clear weather. Capt. Beadington had a carpenter on board to make the spar. Ship's company employed at ships duty.

Remarks. Wednes. May. 16. 1888.

All of this day light variable winds and calms.
Middle part cloudy. Ends pleasant.
Employed at repairing Tugs sail, and repairing the lateets.
Carpenter at work on the Flying jib Boom.

Remarks. Thurs. May. 17. 1888.

All of this fast 24 hours light variable air
and mostly clear. Employed at getting out
spars and repairing sails; repaired the Tug sail.

Remarks. Frid. May. 18. 1888.

All of this fast 24 hours light variable air and
calms with overcast variable weather.
Employed at getting out spars and general ship
duty.

Remarks. Sat. May. 19. 1888.

This 24 hours light variable air and calms with
cloudy weather. Sent down the stump to the
old Depot. Rigged in the old Flying jib Boom
and sent out the new one.

Remarks. Sund. May. 20. 1888.

This 24 hours light variable air and over cast
cloudy weather. Latter part slight drizzling rain.

Remarks. Mond. May. 21. 1888.

First part light variable winds and cloudy
Middle part rain and snow. Ends fresh southerly
winds and clear weather.
The Carpenter finished the spars to day.
Employed at Ships duty in general.

Remarks. Tues. May 22. 1888.

All of this last 24 hours fresh southerly breezes and clear weather. Employed at working on head gear.

Remarks. Wednes. May 23. 1888.

Commences with fresh southerly winds and clear weather ends light airs and calms.

Employed at repairing fore topmast rigging and fitting, and general ship's duty.

Remarks. Thurs. May 24. 1888.

All of this last 24 hours light variable winds and cloudy with rain accompanied with some snow. Employed at making stove pipe for cabin stove and working on head gear.

Remarks. Frid. May 25. 1888.

All of this 24 hours light variable winds and overcast. Employed at setting up bob stages and general ship's duty.

Remarks. Sat. May 26. 1888.

First part moderate variable breezes and cloudy ends fresh breezes and cloudy.

Remarks. Sun. May 27. 1888.

Commences with fresh variable breezes and cloudy. Latter part strong westerly and S.W. breezes and clear.

Remarks. Mond. May 28. 1888.

Commences with fresh S.W. breezes and clear weather ends more moderate. Employed at general ship's duty.

Remarks, Tues. May. 29. 1888.

All of this last 24 hours light variable winds and partly overcast cloudy weather. Finished setting up head gear to day and bent the jib and flying jib. and got ready for sea.

Remarks, Wednes. May. 30. 1888.

All of this last 24 hours strong winds and variable light air alternately with passing broken clouds with some snow. Put up two berths in the stowage to day.

Remarks, Thurs. May. 31. 1888.

All of this last 24 hours light variable winds and cloudy with slight snow. Left Burdington. finished shipping the gear to day and the last of them came on board. Minder of gear, as follows.

C. G. Peterson 2 nd Mate.	John Layton. Seaman.
John. Cong. Boat. Loader.	Charles Johnson. " "
Joaquin Britto. Seaman.	C. G. Weiland. " "
John Colier " " "	Pedro Barboza. " "
Jose. Dalo " " "	John Smith - Cook.
John. Cyder. " " "	

Remarks Frid ^{June 1st} May 1888.

First parts fresh S.W. winds and passing broken squall clouds. Breez more moderate and variable.

Remarks Sat. June 2. 1888.

All of this last 24 hours light variable winds and pleasant. At 6 A.M. Called all hands and got under way. Came to anchor at Peck's Harbor at 2 P.M. winds light.

Remarks. Sund. June 3. 1886.

All of this last 24 hours light variable air and pleasant weather. At 7 A.M. got under way and came to anchor at 6 P.M. in Lee Bay in 11 fathoms water on starboard anchor.

Remarks. Mond. June 4. 1886.

All of this last 24 hours light variable air and pleasant weather. At 8 A.M. got under way and came to anchor on the north side of ^{DeWester} Master Island at 11^h in 6 fathoms water. ^{15 fathoms Chan} on starboard anchor. Sent up Fore Topmast and set up the rigging.

Remarks. Tues. June 5. 1886.

First part light variable air and pleasant weather. Latter part fresh S.W. breeze and clear weather. Employed at breacking out provisions and lusting schooner and getting ready to paint.

Remarks. Wednes. June 6. 1886.

All of this last 24 hours fresh westerly and S.W. winds and clear and cold. Employed at painting schooner and boats.

Remarks. Thurs. June 7. 1886.

All of this last 24 hours light variable winds with cloudy weather and sun rain and snow. Employed at scraping and slushing down the masts.

Remarks. Frid. June 8. 1888.

Commences with light variable winds and cloudy. Latter part fresh S.W. breeze and clear and cold. Stowed back port side of main hatch and brogs out Mizen hatch and listed the Schooner to port. Hunt a shoe in the after noon and caught 68 rabbits.

Remarks. Sat. June 9. 1888.

This 24 hours fresh southerly winds with passing snow squalls. Employed at repairing blocks and replacing old running rigging and various other jobs.

Remarks. Sund. June 10. 1888.

Through out this 24 hours fresh southerly and S.W. winds with passing clouds accompanied with sun snow.

Remarks. Mond. June 11. 1888.

All of this last 24 hours fresh southerly and S.W. breeze and overcast weather. Ends with a southerly snow storm.

Remarks. Tues. June 12. 1888.

Commences with a southerly snow storm accompanied with strong breeze. Ends strong breeze and clear. Cleared off the snow from the decks and washed off the decks and scabbed starboard side of the vessel and got ready for painting.

Remarks. Wednes. June. 13. 1888.

All of this last 24 hours fresh variable northerly and N.E. winds with snow. Cleared off the snow and stowed back the main and Mizzen hatchets.

Remarks. Thurs. June. 14. 1888.

All of this last 24 hours fresh S.W. winds and passing broken clouds. Employed at general ship's duty. The Captain and Officers went in on the Island and shot 4 Gees in the evening.

Remarks. Fri. June. 15. 1888.

First part fresh S.W. winds and passing clouds went in on the Island and shot 21 Gees early in the morning. Ends light breezes and cloudy. Employed at painting and odd jobs about the vessel.

Remarks. Sat. June. 16. 1888.

First part fresh S.W. breezes and pleasant weather. Employed at repairing fib. Topsail. Finished painting and rigging work. Ends light variable air and calms with hazy atmosphere.

Remarks. Sund. June. 17. 1888.

Commences with light easterly breezes and fog. went a Gees hunting and got 14. Came on board about 10 A.M. and finished the fib. Topsail. and got every thing ready for sea. Ends light Easterly winds.

Remarks. Mond. June. 18. 1888.

All of this 24 hours light Easterly and northerly winds and pleasant. At 5 A.M. got under way and came to anchor at Port Hampden at 5 P.M. in 7 fathoms water and 20 fathoms haul on starboard anchor. Employed at cutting over old main gaff Topsail.

Remarks. Tues. June. 19. 1888.

All of this last 24 hours light variable northerly air and pleasant weather. At 8 A.M. got under way and came to anchor on a kelp patch in the strait in 10 fathoms water and 25 fathoms chain on starboard anchor. Employed at general ship's duty gave out the knives to the crew and making preparations for sealing.

Remarks. Wednes. June. 20. 1888.

All of this 24 hours light variable northerly air and calm with pleasant weather. At 4 A.M. called all hands and got under way and came to anchor at 4 P.M. At Cape Turn in 10 fathoms water and 20 fathoms chain on starboard anchor. Set up flying jib and jib topgall stays and finished Fore Gaff Topgall and bent it.

Remarks. Thurs. June. 21. 1888.

All of this last 24 hours light variable northerly winds with occasional winter squall. At 6.30. got under way and the weather looking fine kept a gowing through the night.

Remarks. Frid. June. 22. 1888.

Commences with light variable winds and pleasant. At 6 A.M. squalls struck down from the northward and eastward fresh. Shortened sail. Came to anchor at 11.30 A.M. At the Hincham Islands in 12 fathoms water and 25 fathoms chain on starboard anchor. went out in the boats but had to return on board the weather being bad and a heavy sea running.

Remarks. Sat. June. 23. 1888.

First part strong N.E. winds with passing wind squalls. At 9.30. got under way and came to anchor among the Week Islands at 5 P.M. in 10 fathoms water and 28 fathoms chain on starboard anchor. Ends more moderate and cloudy.

Remarks. Sund. June 24. 1888.

All of this last 24 hours light variable winds with passing squall clouds. went out in the boats to work Devil rock but had to return there being too much sea to work the rock.

Remarks. Mond. June. 25. 1888.

All of this last 24 hours light northerly winds with fresh passing wind squalls accompanied with rain. got 2 casks fresh water.

Remarks. Tues. June. 26. 1888.

All of this last 24 hours fresh northerly and N.W. winds with passing wind and rain squalls. At Noon broack out provisions and po. King. Pretty. Commenced to quarrel and find fault because he had to cum up out of the main hatch and help hoist out a cask of provisions and used abusive language to the Captain and first Mate and the Captain had him put in irons. after we got all through and stowed back he had his choace to either turn to as the rest of the men or continue in irons and he preferred the irons.

Remarks. Wednes. June. 27. 1888.

All of this last 24 hours fresh fair and strong breezes from the westward and N.W.

Remarks Thurs June. 28. 1888

First part fresh westerly and S.W. gales with passing rain and hail squalls.
Ends more moderate and cloudy.

Remarks, Frid. 29. 1888. June.

First part light S.W. winds with heavy passing broken clouds. Shifted our anchorage on a sound of the bottom. Set up fore topmast shrouds and back stays. Loosed the sails and dried them. Went out in the boat in the afternoon and shot some Kelp. Grews. Came on board and the Captain let go King Bitts out of view, he promising to go on his duty and stop his growling.
Ends light N.E. air and pleasant.

Remarks, Sat. June. 30. 1888.

First part light northerly and N.W. winds and cloudy but broken. Went out to the rock with the boat, saw a good many seals on the rock but fear being too much sea and the weather looking bad had to return on board without working the rock.
Ends fresh westerly and N.W. winds with rain squalls.

Remarks, Sund. July. 1st 1888.

All of this fast variable winds veering from N.W. to west and into the S.W. with rain and snow squalls alternately.

Remarks, Mond. July 2. 1888.

All of this 24 hours fresh westerly variable winds with passing wind and snow squalls accompanied with hail and rain. got 2 Casks of fresh water.

Remarks. Tues. July 3. 1888.

All of this last 24 hours the weather much the same as the last with the exception of it being more severe fresh wind squalls accompanied with snow rain and hail.

Remarks. Wednes. July 4. 1888.

All of this last 24 hours fresh southerly and S.W. hail squalls and passing broken clouds.
Employed at ship's duty.

Remarks. Thurs. July 5. 1888.

First part fresh southerly and S.W. winds with passing rain and hail squalls.
End of light northerly air and pleasant.

Remarks. Fri. July 6. 1888.

All of this last 24 hours light variable northerly and easterly winds and over cast squally looking weather at 7.30 got under way went out to the rocks. got a sanddive but the most of the seals got over board before we got landed it being rough landing we got 68 and shot the most of them in the water. Came on board and worked into Saturday harbor and came to anchor at 5.30 in 5 fathoms water and 20 fathoms chain on starboard anchor.

Remarks. Sat. July 7. 1888.

Commences with light northerly winds and cloudy Middle part fresh N.W. winds with passing hail squalls. End of light northerly air and clear weather.
Employed at beaming skin.

Remarks. Sund. July. 8. 1886.

All of this last 24 hours light northerly winds with passing squalls accompanied with snow and rain. At 8. A.M. got under way and came to anchor among the Cotesworth Islands in 8. fathoms water and 24 fathoms chain on starboard anchor. in lowering away the fore sail broke off the ^{end} port check of the gaff but passed it temporary for the present.

Remarks. Mond. July. 9. 1886.

This last 24 hours light variable winds and squally. Latter part fresh southerly winds with passing snow and hail squally.

Remarks. Tues. July. 10. 1886.

All of this last 24 hours fresh southerly winds with passing snow and hail squally. At 8. A.M. got under way and worked out of the harbor with a heavy head so running the wind dropped and hatter put the boats a head to tow her a round. At 2.30. P.M. came to anchor in Disposition harbor in 10 fathoms water and 80 fathoms chain on starboard anchor.

Remarks. Wednes. July. 11. 1886.

All of this last 24 hours light variable air and partly clear weather. went out in the boats and worked the Jug. Rock. and got 106 Skins.

Remarks. Thurs. July. 12. 1886.

This 24 hours light northerly variable winds and pleasant. At 7.30. A.M. got under way, came to anchor in the Strait of Magellan near Esperanza Island worked the rock and got 78 Skins. Anchored in 13 fathoms and 30 fathoms chain on ^{starboard} anchor.

Remarks. Frid. July. 13. 1888.

All of this last 24 hours light northerly wind and pleasant weather. At 7 A.M. got under way and went out and worked the Evangelists and got 33 skins. Went from the Evangelists and came to anchor inside of Cape Victory. Let go starboard anchor in 5 fathoms water and 20 fathoms chain.

Remarks. Sat. July. 14. 1888.

First part light. N.E. wind and overcast. Latter part strong breezes with rain. Employed at beaming and salting skins, brood. out provisions.

Remarks. Sund. July. 15. 1888.

First part strong N.E. wind and cloudy with rain showers. Ends more moderate and cloudy.

Remarks. Mond. July. 16. 1888.

Commences with light westerly wind and cloudy. Middle part light variable air and calm. At 7.30 A.M. got under way and went out into the bay but had no wind. At 3 P.M. put the boat a head and swept back into the harbor. Came to anchor at 4.15 in 12 fathoms water and 30 fathoms chain on starboard anchor. Ends strong S.W. winds with rain.

Remarks. Tues. July. 17. 1888.

All of this last 24 hours light variable wind and calm with rain. Employed at filling fresh water and getting mussels.

Remarks. Wednes. July. 18. 1888.

First part strong N.W. winds and cloudy with rain. Latter part fresh gale with much rain and thick squally weather.

Remarks. Thurs. July. 19. 1888.

First part fresh westerly and N.W. gales and cloudy with rain. Ends strong breezes and the weather cleared but passing broken clouds.

Remarks. Frid. July. 20. 1888.

First part commences with fresh westerly winds with passing rain squalls. Latter part more moderate and N.W. winds with passing clouds. Capt. Bidington went ashore and cut a stick to make a davit brought it on board and went to work on it.

Remarks. Sat. July. 21. 1888.

First part strong N.W. winds with rain. Ends strong breezes with passing rain and hail squalls.

Remarks. Sund. July 22. 1888.

All of this last 24 hours fresh N.W. gale and strong breezes with passing rain and hail squalls.

Remarks. Mond. July. 23. 1888.

Commences with fresh westerly gale with passing rain squalls. Day more moderate. At 6.30. fresh had heavy squall carried away the windmill's sail.

Remarks. Tues. July. 24. 1888.

All of this last 24 hours light variable winds and calm with snow and rain.
Employed at making new pull for windless. got 2 casks of fresh water.

Remarks. Wednes. July. 25. 1888.

First part light air and calm with snow
Middle part fresh southerly winds with passing squalls. At 5³⁰ A.M. the watch called the Mait and thought that the vessel had been a dragging her anchor. found that she had called all hands and hove up and found the cause to be a foul anchor. Made ship and worked back and came to anchor in 12 fathoms water. shipped the David to starboard boat and light northerly winds and pleasant.

Remarks. Thurs. July 26. 1888.

All of this last 24 hours fresh southerly gales with rain and snow squalls.

Remarks. Frid. July. 27. 1888.

Commences with fresh southerly gales with passing wind squalls accompanied with snow hail and rain. Ends more moderate but squally.
Lowered the starboard boat and got about 3. bls of mussels.

Remarks. Sat. July. 28. 1888.

First part fresh southerly winds with passing squalls accompanied with snow and rain.
Ends more moderate and partly clear.
A heavy sea outside.

Remarks, Sund. July. 29. 1888.

All of this last 24 hours light variable northerly breeze and pleasant. Loosed the sails and aired them.

Remarks, Mond. July. 30. 1888.

All of this last 24 hours light westerly breeze and calm with pleasant weather. At 5.30 A.M. got under way went out and worked a rock near Cape Victory and got 48 skins we came to anchor here and we worked the rock with all hands; Capt. Budington went with us in the boat. Came on board and got under way and shaped our course for Duncan Rock.

Remarks, Tues. July. 31. 1888.

First part light easterly breeze and calm with cloudy misty weather. Middle part strong breeze. At 6.30 P.M. came to anchor inside of White House Island in 2 fathoms water and 25 fathoms chain on starboard anchor.

Remarks, Wednes. July. 1. 1888.

Through out this 24 hours variable easterly winds and cloudy. At 8. A.M. got under way went out and worked Duncan Rock and got 25 skins came on board and shaped our course for west cliff the wind being light came to anchor off side in 17 fathoms water. And 30 fathoms chain on starboard anchor.

Remarks, Thurs. Aug. 2. 1888.

All of this last 24 hours light variable air and calm. At 5.30 got under way. At 11 A.M. dropped out calm and we dropped our anchor and spile. Hove up ^{at noon} the boats went and worked some of the ^{marked} rocks and the Schooner worked into harbor came to anchor in 4 fathoms water and

Remarks, Frid. Aug. 3. 1888.

All of this last 24 hours light variable easterly air and pleasant went out with all hand and worked the south rocks and returned at 3 P.M. with 203 Skins, beamed and salted 81 Skins.

Remarks, Sat. Aug. 4. 1888.

Commences with light northerly winds and overcast. Latter part light winds with rain. At 7.30. Got under way and came to anchor in West Channel. At about 1.30 P.M. in 18 fathoms water and 30 fathoms chain on starboard anchor. Broke out provisions.

Remarks, Sund. Aug. 5. 1888.

First part strong northerly winds with rain. One light air and calm with pleasant weather.

Remarks, Mond. Aug. 6. 1888.

All of this last 24 hours light northerly winds and pleasant. went out and worked the rocks and returned at 1 P.M. with 3 Skins. Beamed and salted 206 Skins.

Remarks. Tues. Aug. 7. 1888.

First part light variable northerly air and calm. Latter part light air, with rain and squallier breeze. Broke out water and cut a boat load of wood.

Remarks. Wednes. Aug. 8. 1888.

All of this 24 hours light variable air with passing rain squalls. At 7 A.M. got under way to work to the westward and out side and worked up air with light and calm.

Remarks. Thurs. Aug. 9. 1888.

All of this last 24 hours light variable winds and calm with passing squalls. At 1.30 P.M. went in with the boat and worked a rock off of April Peak and came on board at 4 P.M. and worked in to an anchorage under the Peak. Let go starboard anchor in 18 fathoms water and 35 fathoms chain. Got 58 skins.

Remarks. Frid. Aug. 10. 1888.

All of this last 24 hours light northerly and easterly winds and pleasant. At 7 A.M. lowered the boat and worked the south rock and returned at noon with 100 skins. At 3 P.M. got under way and went in side and anchored under Cape Three Peaks in 12 fathoms water and 30 fathom chain on starboard anchor.

Remarks. Sat. Aug. 11. 1886.

All of this last 24 hours light variable air and calms with pleasant weather. At noon went out to work. The rocks could not get a landing it being so rough. Not many seals on the rock. Beached and salted 158. Skins.

Remarks. Sund. Aug. 12. 1886.

First part light variable air and pleasant. Middle part strong N.W. breeze with passing rain squalls. At 7.30. got under way and came to anchor in Fallos Channell in 9 fathoms water and 20 fathoms chain on starboard anchor. Ends squally.

Remarks. Mond. Aug. 13. 1886.

All of this 24 hours fresh N.W. winds with passing rain squalls. At 7.30. A.M. got under way and brook the hauls in the starboard plate. so that we had to pile out two new ones. Came to anchor in the Chayall at 5. P.M. in 5 fathoms water and 20 fathoms chain on starboard anchor.

Remarks. Tues. Aug. 14. 1886.

All of this 24 hours light variable air and calms with pleasant weather. At 7. A.M. got under way and worked through to north entrance of the Channell and it died out calm; put the boats a head. the tide being a head made no headway. Came to anchor at 5. P.M. with starboard anchor with 20 fathoms chain in 8 fathoms water sand bottom.

Remarks. Wednes. Aug. 15. 1888.

First part light variable air and pleasant.
Middle part strong southerly. S.E. winds and
cloudy. At 6 P.M. payed out chain to 30
fathoms the weather looking bad.
Ends strong breezes with rain.

Remarks. Thurs. Aug. 16. 1888.

All of this last 24 hours strong northerly with
winds with rain. Croaker with provisions
and water. Ends more moderate but squally.

Remarks. Frid. Aug 17. 1888.

All of this 24 hours variable winds with
passing rain and wind squalls.
Employed at boiling and blubber for oil
to burn and cutting wood, to reach sea to
work the rocks.

Remarks. Sat. Aug. 18. 1888.

All of this last 24 hours very light air
and calm. At 10 the victrol made sight
and we got under way and came to anchor
in the harbor at 5 P.M. in 5 fathoms water
and 45 fathoms chain on starboard anchor only
making about 3 miles. Did in all day and
we had the boat a head a part of the time.

Remarks. Sund. Aug. 19. 1888.

First part strong N.W. winds with passing broken
clouds. Ends cloudy with sun rain and
light air.

Remarks, Mond. Aug. 20, 1888.

Commences with light variable northerly air and calm with cloudy weather. At 7⁵⁵ got under way and went out to the rock but had to return there being too much sea to work the rock. Came to anchor in the outside harbor at 6 P.M. in 7 fathoms water and 30 fathoms chain on starboard anchor. Ends strong N.W. wind with rain.

Remarks, Tues. Aug. 21. 1888.

Through out this 24 hours strong variable breezes light air and calms with rain squalls. Employed at ship's duty.

Remarks, Wednes. Aug. 22. 1888.

All of this last 24 hours light variable air and calms with rain showers. At 7³⁰ A.M. got under way and at 10¹⁵ the boat started for the Pictou Opening reef there being no wind to go out with the vessel. Returned at 4.30 with 4. strong. The schooner had come to anchor in 10 fathoms water and 25 fathoms chain on starboard anchor.

Remarks, Thurs. Aug. 23. 1888.

Commences with light N.W. breeze and pleasant weather. Later gets stronger breezes with passing wind and rain squalls. At about 3 P.M. in picking over the main boom the 2nd Mast Mr. C. H. Pederson got taken over board by the main sheet we threwed the wheel over board to him and let the schooner come to the wind and lowered the starboard boat and got to him as he was a going down, there being a heavy sea running at the time made it impossible to save him. At 7 P.M. came to anchor in West Pass in 13 fathoms water and 30 fathoms chain on starboard anchor.

Remarks, Frid. Aug. 24. 1888.

All of this last 24 hours strong S.W. winds with passing wind rain and hail squalls. At 4 P.M. run a line to the shore, hove up our anchor and shifted our anchorage. We ported our line ledge the anchor in 15 fathoms water and payed out to 35 fathom chain rocky bottom.

Remarks, Sat. Aug. 25. 1888.

First part strong breezes with passing squalls. Middle and latter part moderate westerly and S.W. gales with heavy passing wind squalls accompanied with rain and hail; At about 9 A.M. commenced to heave up the Schooner having dragged in to close to the Island, in getting under way hooked the bottom but not to do any damage she coming right off it being a mussel bed. Worked up inside and let go starboard anchor in 7 fathoms water rocky bottom and 30 fathoms chain, got 2 Casks of fresh water and other ships duty.

Remarks, Sun. Aug. 26. 1888.

All of this last 24 hours heavy S.W. gales with heavy passing wind hail and rain squalls. At 7 A.M. payed out to 45 fathoms chain the Schooner having been dragging her anchor. At 10 hrs. let go port anchor with 20 fathoms chain and 10 fathoms on starboard anchor. At 5 P.M. payed out to 80 fathoms on starboard chain and to 30 on port chain.

Remarks. Mond. Aug. 27. 1888.

All of this last 24 hours fresh S.W. gales with passing wind and hail squalls.

Remarks. Tues. Aug. 27. 1888.

First part strong gale and squally with hail and wind. Then more moderate but squally appearance of weather.

Remarks. Wednes. Aug. 29. 1888.

Through out this 24 hours light variable air and calm in the harbor. At 8 A.M. towed the Schooner around and cleared her cables and hove up port anchor and hove up 16 1/2 fathoms on starboard chain. got 3 Casks of water and loosed and dried the sails!

Remarks. Thurs. Aug. 30. 1888.

All of this last 24 hours N.W. winds with passing rain and snow squalls. At 7 A.M. got under way at West Channel and went through Enception Strait and worked Rock Partida and got 4 ships anchored in shore of the rock in 8 fathoms water and 20 fathoms chain on starboard anchor.

Remarks. Frid. Aug. 31. 1888.

Through out this 24 hours light variable winds light air and calm with occasional passing snow squalls. Dashed the masts and prepared various other jobs.

Remarks. Sat. Sept. 1st. 1888.

All of this last 24 hours fresh variable westerly and S.W. winds with passing wind and hail and snow squalls. At 8 A.M. hove short and ran a line to a tree on the shore and got under way. went out and to the rocks and shot wone seal in the water there being no seals on the rocks. went on board and kept a way for White House Island and got there. Came to anchor in 5 fathoms water and 25 fathoms water. The Sch. San. Postrow was anchored in the harbor.

Remarks. Sund. Sept. 2^d. 1888.

Commenced with fresh westerly variable winds with passing wind and hail squalls accompanied with snow. Ends light variable winds and perfectly clear.

Remarks. Mond. Sept. 3^d. 1888.

First part light variable south Easterly breeze and pleasant. At 7 A.M. got under way to shore through the San Blas Channel but the wind being a head went out side around Cape George. Latter part fresh S.E. breeze and clear weather. At 6 P.M. shortened sail and stood off shore at midnight were around and stood in.

Remarks. Tues. Sept. 4th. 1888.

First part fresh S.E. breeze and clear weather. At 3 A.M. More moderate made sail. Middle and Latter parts light variable breeze and squally. Employed at working down the coast.

Remarks, Wednes. Sept. 5. 1888.

All of this 24 hours variable winds with passing squalls. Worked the Jay Rocks and Devil rock and got 24 skins. At 6 P.M. Came to anchor in Saturday harbor in 6 fathoms water and 20 fathoms chain on starboard anchor.

Remarks, Thurs. Sept. 6. 1888.

First part fresh Easterly breeze and cloudy. At 7.30. got under way and went a crost. Sat. Bay and came to anchor at 11.30. in 5 fathoms water and 25 fathoms chain on starboard anchor. After dinner went out in the boats and pulled around Cape Pannau. saw no signs of seals. Ends light air and calm, with pleasant weather.

Remarks, Frid. Sept. 7. 1888.

All of this last 24 hours light southerly winds and perfectly clear with occasional rain showers. At 6 A.M. got under way and went out to Edway rock. lowered the boats but did not work the rock there being too much sea and the wind being in the wrong direction. Shot a crost to Evans Island and came to anchor at 7.30 P.M. in 10 fathoms water and 30 fathoms chain on starboard anchor.

Remarks, Sat. Sept. 8. 1888

First part light southerly and easterly air and overcast. At 8 A.M. lowered the boats and went out to the John Allen Rocks. saw a few seals on the rock but they got over board before we made a landing. Returned on board and broke out provisions. Ends fresh S.W. rain and hail squalls.

Remarks. Sund. Sept. 9. 1888.

All of this last 24 hours light southerly and S.W. winds and calms with passing squalls accompanied with hail snow and rain. At 8 A.M. got under way and stood a crest to Sandy Hall. Came to anchor at noon in 5 fathoms water and 23 fathoms chain on starboard anchor.

Remarks. Mond. Sept. 10. 1888.

All of this last 24 hours light variable air and calms with pleasant weather between the light passing squalls. At about 7 A.M. got under way and worked out side of the harbor and the boat pulled out to Olway Rock worked the Rock and returned at 1 P.M. with 28 skins. The wind being light worked over to Evans Island and came to anchor at 7.30 P.M. in 13 fathoms water and 30 fathoms chain on starboard anchor.

Remarks. Tues. Sept. 11. 1888.

All of this last 24 hours light variable air and calms. At 6 A.M. got under way and steered to the eastward through what appeared to be a strait but proved to be a sound. The vessel died out and came to anchor in a kelp patch in 7 fathoms water and 32 fathoms chain on starboard anchor.

81

Remarks, ^{Wednes} Sept. 12, 1888.

First part light variable air and calm with pleasant weather. At 5.30. A.M. got under way and came to anchor at noon among Seven Islands near deep water bay in 7 fathoms water and 30 fathoms chain on starboard anchor. Latter part strong S.W. winds with passing snow squalls.

Remarks, Thurs. Sept. 13, 1888.

First part strong S.W. winds with passing squalls accompanied with rain hail and snow. End more moderate and cloudy. At 11.30. A.M. got

Remarks, Friel. Sept. 14, 1888.

First part commence with light northerly and N.W. breezes with squally weather. At 7. A.M. got under way and came to anchor at 10.30. at Ragged Point. in 4 fathoms water and 23 fathoms chain on starboard anchor. in the afternoon got 3 Casks of fresh water.

Remarks, Sat. Sept. 15, 1888.

All of this last 24 hours fresh westerly and N.W. winds accompanied with hail snow and rain. At 9.20. A.M. got under way and under took to go out but the weather continued to be bad so we went back to anchor let go starboard anchor in 5. f. and 25 fathoms chain.

Remarks, Sund. Sept. 16, 1888.

All of this 24 hours strong westerly and S.W. breezes and moderate gales. At 6. P.M. paid out 43 fathoms chain. rain hail and snow squalls this 24 hours.

Remarks, Mond. Sept. 17. 1888.

First part this last 24 hours fresh westerly gales with passing rain and hail squalls. Ends more moderate and better appearance of weather. Employed at cutting wood and making stove pipe and repaired the starboard boat.

Remarks, Tues. Sept. 18. 1888.

First part strong westerly winds with sun squalls. Middle part more moderate but misty hazy atmosphere. Ends light variable air with heavy broken clouds.

Remarks, Wednes. Sept. 19. 1888.

All of this last 24 hours light air and calms and strong easterly and S.E. winds and partially clear weather. At 6.30 A.M. got under way and worked over to the Mid Bay rock and found the Anneter's boat working the rocks. At 7.30. Came to anchor on the north side of Charles Island in 8 fathoms water and 28 fathoms chain on starboard anchor.

Remarks, Thurs. Sept. 20. 1888.

All of this last 24 hours light easterly air and strong breezes with clear weather. At 7 A.M. Landed the boats and pulled out to Valentine Rock the Rock was clean returned on board and got under way and worked to the eastward and came to anchor at about 6 P.M. Among some Islands at the East entrance of Wakefield Passag in 12 fathoms water and 45 fathoms chain on starboard anchor. Brought out Flour and Bread.

Remarks, Frid, Sept. 21. 1888.

All of this last 24 hours light easterly air and pleasant weather. Saw the Express steaming to the westward. At Noon got under way and shaped our course for Mor. Island.

Remarks, Sat, Sept. 22. 1888.

Commences with light easterly winds and partly cloudy but breezy. At about 6.30 A.M. Lowered the boat and pulled up to Tower Rock and got a landed and worked the rock and got 1 returned on board and shaped our course for Port Pagan. Came to anchor at about 7 P.M. in 7 fathoms water and 25 fathoms chain on starboard anchor. Ends fresh S.W. winds and cloudy with rain.

Remarks, Sund, Sept. 23. 1888.

First part fresh S.W. winds with rain. Latter part variable southerly and S.W. winds and overcast.

Remarks, Mond, Sept. 24. 1888.

All of this last 24 hours moderate southerly and S.E. breezes with overcast cloudy atmosphere. At 6.30 A.M. got under way and worked off to Mor. Rock saw nothing on it. Kept away for Bread Neck pass came to anchor at about 7.15 P.M. in 11 fathoms water and 25 fathoms chain on starboard anchor and found the rock to the westward. Beamed and saluted the skins. Mashed gill broach. Beamed and saluted the skins.

Remarks. Tues. Sept. 25. 1888.

All of this last 24 hours fresh southerly and easterly wind with passing rain squalls. Employed at repairing and securing marten gill and setting up back gear flying jib and jib topsail stays. Got 1 Cask of water.

Remarks. Wednes. Sept. 26. 1888.

All of this last 24 hours light south. easterly air and calm. At 5. A. M. Called all hands and got under way and went out and worked the East. Turep. and got 92 skins stood back and came to anchor in the pass at about 7.15 P. M. in 9 fathoms water and 25 fathoms chain on starboard anchor.

Remarks. Thurs. Sept. 27. 1888.

All of this last 24 hours light south. easterly air and calm. First part cloudy latter part pleasant. At 4. A. M. Called all hands and got under way and worked through the pass and came to anchor at 2. P. M. at the S.E. end of Sidney Island and worked a rock lying off shore of it and got 11 skins. Beamed and salted 92 skins.

Remarks. Frid. Sept. 28. 1888.

All of this 24 hours light south. easterly breeze with pleasant weather. At 5. A. M. Called all hands and got under way and worked to the eastward. Worked the Matheson rocks and returned in boat with two skins. Beamed and salted 11 skins.

Remarks. Sat. Sept. 29. 1888.

This 24 hours light S.E. winds with pleasant weather. worked the Capston rocks and got 13 skins.

Remarks. Sun. Sept 30. 1888.

All of this 24 hours light southe Easterly breezes and fine weather. Worked the Adelfonsas and got 133 skins.

Remarks. Mond. Oct. 1. 1888.

First part light variable easterly and S.East. breezes and pleasant weather. Worked the Diegoz and got 132 skins. Middle part the wind breezed up fresh from the N.E. stood in for the land. At midnight more moderate and clear weather.

Remarks. Tues. Oct. 2. 1888.

All of this last 24 hours light variable air and pleasant weather. At 3. P.M. Came to anchor under the north side of Spirkill Island in 8 fathoms water and 25 fathoms chain on starboard anchor. At about 3. A.M. Carred a way the fit bob stays made it fast temporary with ratchet and after we came to anchor repaired it and set up the head gear and rafted the skins overboard.

Remarks. Wednes. Oct. 3. 1888.

All of this last 24 hours light southerly and S.E. breezes and fine weather. Beamed and salted 178 skins and broach out 1 cask of salt. and provisions. Sent in the jib topsail and repaired it. At Noon: got under way and came to anchor under the S.E. side of Walatree Islands a cross from Desert. in 15 fathoms water and 32 fathoms chain on starboard anchor.

Remarks. Thurs. Oct. 4. 1888.

First part light southerly variable, air and calm. Middle and latter parts variable westerly N.W. and S.W. winds and cloudy with passing squalls. At 5.30. P.M. got under way and went out and wareed Desert. and got 17 skins. Came on board and kept away for Evans got 140 skins off of the rocks came on board and kept away for the Straits of Le Maire.

Remarks. Fri. Oct. 5. 1888.

All through this 24 hours variable southerly and South Easterly breezes and light air with occasional passing squalls and slight rain. Got through the Straits and shaped our course for the Falkland Islands 130. P.M.
Course N.N.E.

Remarks. Sat. Oct. 6. 1888.

All of this last 24 hours fresh variable northerly winds and overcast with steadily winds. Beamed and salted the skins. and broach out a Cask of salt.

Course. Made N.N.E.

87

Remarks. Sund. Oct. 7. 1888.

All of this last 24 hours fresh northerly wind and cloudy. Employed at working ship at about 7 P.M. took in the light sails and layed off and on Bull Point all night.

Remarks. Mond. Oct. 8. 1888.

All of this 24 hours strong northerly wind and cloudy. At day light made sail and stood up to the land. At Noon. Came to anchor in Half Way Cove on Speed Well Island East Falkland in 6 fathoms water and 20 fathoms chain on Starboard anchor went a shore and shot some geese.

Remarks. Tues. Oct. 9. 1888.

Commenced with fresh northerly breezes and passing broken clouds. Ends strong N.W. winds and passing clouds. Broach out the main and mizen masts and took on a count of ships stores. Broach out the run and cleaned it out. Capt. Budington sent on board a dressed Bullock.

Remarks. Wednes. Oct. 10. 1888.

Commenced with fresh N.W. winds and cloudy overcast weather. Ends light breezes and clear weather. Employed at scrubbing paint work.

Remarks. Thurs. Oct. 11. 1888.

All of this last 24 hours strong westerly and N.W. variable winds with passing wind and hail squalls. At 3 A.M. got under way and shaped our course for Port Stanley. At about 9 P.M. Came to anchor under the East side of Kipper Island in 15 fathoms water and 42 fathoms chain on Starboard anchor.

Remarks, Tuesd. Oct. 12. 1888.

First part this last 24 hours fresh westerly wind with passing squalls accompanied with rain and hail. Ends more moderate with rain. Oct. About 8. A.M. got under way and worked up to the narrow Hook a heavy squall and was a blize. To lower away every thing and let go the anchor. after the squall had passed got under way and came to anchor at the shipping in 5 fathoms water and 17 fathoms chain on starboard anchor.

Remarks, Sat. Oct. 13. 1888.

First part fresh westerly wind with rain. Middle part fresh breeze with passing squalls. Ends light air and clear weather. Capt. J. M. Badington took the monthly men before the Council and had them discharged. The following are the names.

John. Cong.	Boat. Header.	—	Charles Johnson.	Seaman
Jose. Dalo.	Seaman.	—	O. A. Weiland.	" "
John. Ozaeta.	" "	—	Peter. Barboa.	" "
John. Lennen.	" "	—	John. Smith.	Cook.

Remarks, Sund. Oct. 14. 1888.

All of this last 24 hours fresh S.W. winds with passing squalls. but pleasant between the squalls.

Remarks, Mond. Oct. 15. 1888.

First part light S.W. breeze and overcast with occasional passing squalls. Ends light variable southerly air and calm. Launched the fore topmast and put it on end again and set up the head stayed.

Remarks, Tues. Oct. 16, 1888.

89

All of this last 24 hours light variable breezes and pleasant. Employed at setting up fore topmast back stays, and fore topmast rigging. Cut a ring out of the bob stay and connected it with a shackle, and set it up again. Turned the men to in the morning and found that John Colier had run a way.

Remarks, Wednes. Oct. 17, 1888.

All of this last 24 hours light variable winds and light airs and calms with pleasant weather. Employed at sea setting and packing skins.

Remarks, Thurs. Oct. 18, 1888.

First part light N.W. winds and cloudy. Latter part light airs and calms prevailing and pleasant. Finished sea packing the skins and stowed back. Capt. Buckingham. Shipped Luchin Ozida and he came on board at about 5 P.M.

Remarks, Fri. Oct. 19, 1888.

Commences with light variable airs and calms and partly clear. Middle part wind freshened from the westward and back appearance of weather. Ends heavy breezes and moderate gale. At 6 P.M. hauled out an starboard chain to 32 fathoms. Detained on shore the starboard boat some boat boards and wove coil of Tar Line. Employed at getting ready for sea.

Remarks. Sat. Oct. 20. 1888.

First part, strong westerly and N.W. winds with passing broken clouds. Latter part wind moderated with clear weather. we could not get our supply of water on account of the high winds.

Remarks. Sund. Oct. 21. 1888.

All of this last 24 hours strong N.W. winds with passing broken squall clouds and pleasant between the squalls.

Remarks. Mond. Oct. 22. 1888.

First part, strong N.W. winds with passing broken clouds. Latter part more moderate and the wind hauled to S.W. Employed at filling fresh water and stowing back, and getting ready for sea.

Remarks. Tues. Oct 23. 1888.

All of this day fresh N.W. breezes and pleasant weather. At 4.30 A.M. Collected up gang and hoist shot. being hailed from the hull, lowered a boat and went in and brought off Jo. King, Prisoner. The officers being successful in catching him. The Captain came off and we got under way about 7.30. got our side hauled on starboard tack and on bent cables and stowed below deck and secured the anchor. and kept the Schooner on her course. N.Y.C. So. Ends the Civil Day.

Remarks. Wednes. Oct. 24. 1888.

91

This 24 hours commences with fresh N.W. winds and pleasant weather. Middle part foggy. Latter part the fog clear but cloudy.

Course steered. N.E. & N. - Lat. by Dr. 49-47. S.
 Log " " 54-50. M.

Remarks. Thurs. Oct. 25. 1888.

First part this day strong N.W. winds and overcast hazy atmosphere and a heavy northerly swell running. At 4 P.M. shortened sail. Ends moderate breeze but cloudy with sun rain.

Cours. steered. N.E. Lat. by Dr. 48.40. S.
 Log " " 52.30. M.

Remarks. Frid Oct 26 1888.

Commences with light variable air and cloudy. squally appearance of weather with a heavy sea running. Corred away the lee cleats in the bow sprit and slacked up the jib stays. got up sun preventer light on both the fore and main masts and stayed the mast forward. At Midnight light easterly variable air made sail. Ends strong S.W. winds and passing squalls. Lat. 46-48 S. Course N.E. & E.
 Log. 50-19. M. Remarks. Sat. Oct. 27. 1888.

First part this last 24 hours strong S.W. winds squalls freshened called all hand and took in the mainsail and set the try sail. At Midnight moderated and the sea ran down. took in the try sail. and set the mainsail. the wind hauling to the westward and cleared. Ends fresh N.W. breeze
 Lat 45-57. S
 Course N.W.E. & E. Log 48.16. M.

Remarks, Sund. Oct. 28, 1888.

First part fresh N.W. wind and squally weather.
Middle part fresh breeze with sun rain.
Ends more moderate with variable squall breezes
accompanied with rain. At Midnight took in
the Main sail and set the Top sail in the
morning watch. At 2 A.M. furled the Flying jib.

Lat. 44-22 S.

Course N.E. by N.

Log. 45-43 M.

Remarks, Mond. Oct. 29, 1888.

All of this last 24 hours fresh variable S.W.
and N.W. breezes and fine weather.
Employed at securing jib stayed with shackle
and chained them to the end of the
bow. Spirit.

Lat 43-14 S.

Course N.E. by E.

Log 43-10 M.

Remarks, Tues. Oct. 30, 1888.

First part this last 24 hours pleasant westerly
and N.W. breezes and fine weather.
Latter part moderate breezes. Employed at
tarping down rigging and working on Top
sail.

Course N.E.

Lat. 41-15 S.

Log. 40-13 M.

Remarks, Wednes Oct 31 1888

First part this last 24 hours light westerly
and S.W. breeze and pleasant weather.
Employed at getting up jib Boom back yees
and Flying jib and set Top sail stayed
and commenced to tar down the main rigging.
Latter part wind hauled to the N.W. and breezed on.

93

Remarks. Thurs. Nov. 1st 1888.

Commenced with strong northerly and N.W. wind with passing rain squalls. At 3 P.M. Called all hands and took in the mainsail set the Gysail and showed the ship blowing strong and a heavy sea running. At midnight moderated set the 1st in the middle watch. Latter part the wind hauled to the S.W. made sail.

Course. N. by E. Lat 37-22. S.
Long 39-18. W.

Remarks. Frid. Nov. 2. 1888.

First part this last 24 hours light light S.W. breezes and pleasant weather. Middle part winds variable. Ends light variable winds and cloudy. Sent down fore gaff top sail and repaired it.

Course N. by W. Lat. 36-10. S.
Long. 39 25. W.

Remarks. Sat. Nov. 3. 1888.

First part light easterly breezes and cloudy had appearance of weather with some rain. At 6 P.M. took in the mainsail and flying jib. and set the Gysail. bursted the clew of the jib and had to get it in. the wind breezen on and hauling to the eastward. Latter part the wind moderated and the wind through north into the S.W. and over cast broken clouds.

Course. N. by W. Lat. 33-52. S.
Long. 39-48. W.

Remarks. Sund. Nov. 4. 1888.

During this last 24 hours light variable winds
the wind veering all around the compass.
Employed at repairing the main fuelcocks and
lightening up the band.

Lat. 32-00. S.

Course. N. by E.

Long. 39-39. W.

Remarks. Mond. Nov. 5. 1888.

This 24 hours wind variable and light with
partly cloudy atmosphere. Broke out provisions
and repaired the fit.

Course. N. by E.

Lat 30-36. S

Long. 39 29. W.

Remarks. Tues. Nov. 6. 1888.

First part this last 24 hours light variable
southerly wind, and partly cloudy.
Middle and latter parts light variable easterly
breezes with passing squall clouds.
Employed at general ships duty and bent the fit.

Course. N. by E.

Lat 27-53 S

Long 39-16 W

Remarks. Wednes. Nov. 7. 1888.

All of this last 24 hours strong variable.
easterly. N. E. and S. E. wind with passing
squall clouds. Employed at ships duty.

Course. N. by E.

Lat. 25-00 S

Long. 39-26. W.

Remarks. Thurs. Nov. 8. 1888.

95

First part this last 24 hours strong N.E. winds with passing broken clouds. Latter part strong northerly breezes and moderate gales. At 3. A.M. Called all hands and backed ship heading to the eastward and shortened sail both in Main sail. Flying jib. and set Tyness.

Course E. $\frac{1}{4}$ N.

Lat. 23 23.8

Long. 38 56. W.

Remarks. Frid. Nov. 9. 1888.

First part strong N.E. winds with rain and bad appearance of weather. Latter winds hauled to the northward and more moderate but bad appearance of weather with rain and passing black heavy clouds. Two sails in sight this 24 hours steering into the S.W.

Course E. $\frac{1}{2}$ N.

Lat. 23-10.8

Long. 37-43. W.

Remarks. Sat. Nov. 10. 1888.

All of this last 24 hours variable northerly breezes with squally appearance of weather. Employed at various jobs about the rigging.

Course N.E.

Lat. 22-34.8

Long. 37-02. W.

Remarks. Sund. Nov. 11. 1888.

This 24 hours northerly variable breezes continues with heavy squall knock

Course N.W. $\frac{1}{4}$ N.

Lat. 20-55.8

Long. 38-19. W.

Remarks, Mond. Nov. 12, 1888.

All of this last 24 hours variable northerly and N.E. breezes with passing clouds. At about 5 P.M. spoke the ship. Bevellyn. J. Morse, of New York and exchanged Longitudes. Employed at general ships duty. At 11.30 A.M. hauled a bunt of Bara Soca and stood to the eastward.

Lat 19-11.8.
Course N.W.W. Log 29-26.1/2

Remarks, Tues. Nov. 13, 1888.

All of this last 24 hours light N.E. breeze and pleasant weather. Employed at fixing jib side fore rigging and rowed off jib whips.

Course S.W. by S Lat 19-52.8
Log 37-39.1/2

Remarks, Wednes. Nov. 14, 1888.

All of this last 24 hours N.E. variable breezes and fair weather. Lowered again the fore sail, and rowed off new throat haliards and made some repairs on the fore sail.

Course N.W. 1/4 W Lat 18-50.8
Log 37-42.1/2

Remarks, Thurs. Nov. 15, 1888.

This 24 hours N.E. breezes and pleasant weather. Set up fore topmast back stays. and fletched the chains aft and stowed them in the main hatch to trim the schooner by the stern.

Course S.W. by S. Lat. 19-23.8
Log 35-22.1/2

Remarks, Frid. Nov. 16, 1888. 97

All of this last 24 hours light N.E. breezes and pleasant weather. Employed at packing up the rigging and repaired the fore topsail.

Course N. $\frac{1}{4}$ E. Lat. 19-17. S.

Long. 34-23. W.

Remarks, Sat. Nov. 17, 1888.

This 24 hours light N.E. breezes and pleasant weather. Employed at setting up head gear.

Course N $\frac{1}{4}$ E. Lat 17-48 S.

Long. 34-47. W.

Remarks, Sund. Nov. 18, 1888.

This 24 hours light N.E. variable breezes and pleasant weather.

Course N $\frac{1}{4}$ E. Lat. 15-32. S.

Long. 35-15. W.

Remarks, Mond. Nov. 19, 1888.

All of this last 24 hours pleasant Easterly variable breezes and fine weather. Employed at scraping and oiling bright work.

Course N. by N. $\frac{1}{4}$ W. Lat 12-43 S.

Long 35-03 W.

Remarks. Tues. Nov. 20. 1888.

This 24 hours variable easterly breezes and pleasant weather employed at scupper bright work and setting up port side main rigging and port fore topmast back stay.

Lat 09-45 S.

Course N.Y.W. 1/4 W. Log 34 48 - W.

Remarks. Wednes. Nov. 21. 1888.

This 24 hours variable easterly and S.E. breezes and pleasant weather. employed at tarring down rigging. At about 8.30 A.M. raised Cape Branco. On the East coast of Brasil bearing N.W. by W. Dist about 15 miles.

Lat 07-15 S

Course N.Y.W. 1/4 W. Log 34-39. W.

Remarks. Thurs. Nov. 22. 1888.

All of this last 24 hours fresh S.E. breezes and pleasant weather. employed at ship's duty; finished tarring the rigging and varnished the bright work.

Lat. 04-08 S.

Course N.W.W. Log 35-56. W.

Remarks. Fri. Nov. 23. 1888.

All of this last 24 hours S.E. breezes and pleasant weather. Employed at ship's duty.

Course N.W.W.

Lat. 01-11 S

Log. 38-18 - W.

Remarks. Sat. Nov. 24, 1888.

All of this last 24 hours fresh S.E. breezes and pleasant weather. Employed at the schooner.

Course. N.N.W. Lat. 01-21. N.
Long. 39-37. W.

Remarks. Sund. Nov. 25, 1888.

First part this last 24 hours S.E. breezes and pleasant weather. Latter part winds veering to the eastward in squalls with rain.

Course. N.N.W. Lat. 4-07. N.
Long. 41-19. W.

Remarks. Mond. Nov. 26, 1888.

All of this last 24 hours variable easterly breezes with passing rain squall. Employed at ship's duty.

Course. N.N.W. Lat. 6-01. N.
Long. 42-25. W.

Remarks. Tues. Nov. 27, 1888.

All of this last 24 hours fresh N.E. variable trades with passing squalls accompanied with sun rain.

Course. N.N.W. Lat. 8-48. N.
Long. 43-53. W.

Remarks. Wednes. Nov. 28, 1888.

During this last 24 hours strong variable trades with passing squall clouds.

Course. N.E. by N. Lat. 11-39. N.
Long. 46-17. W.

Remarks. Thurs. Nov. 29. 1888.

All of this last 24 hours pleasant trades and fine weather. Employed at ship's duty.

Lat. 14-30 N.
Course N.W. by N. Long. 48-55 W.

Remarks. Frid. Nov. 30. 1888.

All of this last 24 hours fresh trade breezes well to the S.E. and pleasant weather.
Employed at breaking out provisions water and wood.

Course N.W. by N. Lat 17-06
Long 51-09.

Remarks Sat. Dec. 1st. 1888.

All of this last 24 hours light S.E. breezes and pleasant weather.
Employed at painting the top of the house and varnishing the decks.

Course N.W. by N. - Lat 19-11 N.
Long 52-48 W.

Remarks. Sund. Dec. 2. 1888.

All of this last 24 hours light variable S.E. and eily breezes and pleasant weather.

Course N.W. by N. Lat 20-51 N.
Long 54-20 W.

Remarks, Mond. Dec. 3. 1888.

All of this last 24 hours light variable southerly breezes and pleasant weather. Employed at painting and varnishing decks.

Course N.W. by N. Lat 21-47. N. Long. 55-05. W.

Remarks, Tues. Dec. 4. 1888.

All of this last 24 hours light southerly air and pleasant weather.

Course N.W. by N. Lat. 22-27. N.
Long. 55-36. W.

Remarks, Wednes. Dec. 5. 1888.

All of this last 24 hours light variable air and calm with pleasant weather.

Course N.W. by N. Lat. 22-48. N.
Long. 55-52. W.

Remarks, Thurs. Dec. 6. 1888.

First part this last 24 hours light variable air and calm with pleasant weather. Latter part fresh S.W. by E. breezes and passing cloudy squalls.

Course N.W. by N. Lat. 24-24. N.
Long. 55-18. W.

First part fresh S.W. by E. breezes and pleasant. Middle part passing rain squalls. Ends light variable air and overcast.

Course, N.W. Lat. 26-25. N.
Long. 59-50. W.

Remarks. Sat. Dec. 8. 1888.

All of this last 24 hours fresh easterly breeze with cloudy weather and passing squalls with sun rain. and a heavy swell from the N.W.

Courses N.W. & N.E. N.W. Lat. 27-50. N.
Long. 62-30. W.

Remarks. Sund. Dec. 9. 1888.

First part fresh westerly and N.W. variable breezes with squally weather. Latter part light variable S.W. breezes and pleasant.

Course N.W. Lat 29-21. N.
Long. 64-36 W.

Remarks. Mond. Dec. 10. 1888.

All of this last 24 hours light variable air with pleasant weather with the exceptions of passing broken clouds. Set up fore topmast back stays. and starboard side of main rigging.

Courses N.W. & W.
Lat. 29-15. N.
Long 65-28. W.

Remarks. Tues. Dec. 11. 1888.

First part moderate southerly breezes and cloudy. At 7.30. wind freshened shifted the light sails. At midnight hauled the mainsail and run under the foresail. wind about S.W. at 8. Am more moderate put a reef in the mainsail and set it.

Courses N.W. & W. & N.W. Lat. 31-09. N.
Long. 68-03 W.

103

Remarks. Wednes. Dec. 12. 1888.

All of this last 24 hours strong N.W. and westerly breezes, and moderate gales with squally weather. At 4 P.M. hauled the main sail and set the top sail. hoisted the jib pennant and bustled the jib.

Course, N.N.E.

Lat. 33-37 N.

Long. 68-05 W.

Remarks, Thurs. Dec. 13. 1888.

First part this last 24 hours fresh N.W. gales and a heavy sea running. Middle part moderated and overcast atmosphere. Ends fresh variable squalls with rain: broach gut and got out spare jib and on bent the other.

Course heading into the N.E. No. Obs.

Remarks, Frid. Dec. 14. 1888.

First part fresh variable squalls with rain. Squared back and bent the jib. The wind breezing on. At 4 P.M. commenced to shorten sail. At about 7.30 hours to. and close reefed the fore sail but did not set it. Course heading into the N.E. No. Obs.

Remarks Sat Dec. 15. 1888.

First parts fresh N.W. gales with a heavy sea running. At midnight more moderate set the foresail close reefed. fresh passing squalls through and the 24 hours with passing squall accompanied with rain and hail.

Lat 35-56 N.

Long 67-02 W.

Remarks. Sund. Dec. 16. 1888.

First part this last 24 hours weather moderated but a heavy sea running. Middle part light variable air and calm. At about 1. P.M. Commenced to make sea sail and were round at 2. P.M. Ends light S.W. westerly breezes and light broken clouds.

Course, N.W. by N. and N.W. by W. Lat & Long. 35-55. 100.

Remarks. Mond. Dec. 17. 1888.

Commenced with light southerly and SW breeze and cloudy weather and bad appearance of weather. At about 1. P.M. took in topsails and reefed foresail. Breezing on. At Midnight took main sail and set the by sail. passing squalls with rain.

Course. N.W. by W. Lat & Long 37-44. N.
Lat. & Long. 38-14. N. — Long " " 70-58. W.

Remarks. Tues. Dec. 18. 1888.

First part strong S.W. breeze with passing squalls accompanied with rain and bad appearance of weather. At Midnight furled the fore sail and wore ship. Latter parts fresh gales and squally.

Courses. N.W. by N. and S.S.E. No. Obs

Remarks. Wednes. Dec. 19. 1888.

First part fresh westerly gales and squally. At 4 P.M. set fore sail the weather moderating. Latter part fresh westerly breeze and squally with some snow and rain. wore ship at 4 P.M. Made sail through out the night.

Remarks. Thurs. Dec. 20, 1888.

105

All of this last 24 hours light variable westerly and
N.W. breezes and passing broken clouds with thin
snow streaks. At 11.30 P.M. hove the lead and got 25
fathoms water headship N.W. At 12.45 A.M. hove the
lead and got 23 fathoms water. At 3 A.M. raised Gay
Head light bearing N.W. got out Stouter anchor
and bent the cable.

Remarks. Frid. Dec 21. 1888.

