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JOHN HUD-
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21

Second Voyage to
Greenland
In the good Ship
Invincible
Under the Command of
Capt. Tho^s. Potts

1013



Tuesday, March 9th. Left Mr
Storrs's and went down to the
Ship, lying at Georgis Street, Dept-
ford, wrote some of the Muster
List, and returned in the evening
to College Street, was surprised
to find a letter left me by Mr Storrs
requesting me to come back for
a few days for they had in a few
hours after I was gone dismissed
my successor - I accordingly
went, did what little was to do
and came back to College St, was
busy packing up my things
till 12 o'clock.

Wednesday, March 10th. Got up
at 8 & proceeded to pack up
my bedding and other things
and went to Mr Storrs's by 10, this
being the Fast Day, he and all
the family were gone or going to
Church. - Stayed till 10 P.M. then
came home, wrote a little and
went to bed at 12.

Thursday, March 11. Got up
at 7. Refreshed & got down to
Deptford by 2 past 8. - Went
for a little while on Board the
Industry, having finished the

Mustee Lists, I waited in the
greatest suspense for the arrival
of the Mustering Officers, at 3^{1/2} o'clock
they arrived and Mustered the Ship's
Company, - I have assumed the
name of Hood Smith and now
go by the name of Smith.

About 1/2 past 3 set off towards
Barnardsey & Maid till about
8 P.M. Came to College St. got
my boxes ready and had them
conveyed away to go to the Ship
in the Morning, Came home
at 10 and was afterwards em-
ployed at necessary jobs till 12

Tuesday, March 12. The weather
frosty and wind Northwesterly.

Went down to the Ship before
breakfast and much against
my will was requested to remain
in charge both Capt^l & Mate being
gone to London, - Prepared the
Pay List and Articles and moved
up to Barnardsey & got there
soon after one, Mr. being
home Maid till 10 o'clock.

Went to Bed at 12, having
asked the Watchman to call
me in the Morning to go to
Leatherhead.

Saturday, March 13th. At 5 the
Watchman called me up, got
ready and set off by 6, - walked
all the way and got to Leatherhead
by 11. Dined after rode to Cobham
to see a patient and then to Queens

Mr Hart went home in the even-
ing - Called at Martins who
was extremely kind. Mr Wood
and Mr Bell drank tea and spent
the evening at Mr Baker - The
wind Northwesterly.

Sunday, March 14th. Rode
to Bagden, and afterwards to Col-
lidge this Morning, to see some
patients came home by Cobham
and got back by 1 o'clock. The
sea has got covered to the South-
ward and blowing very hard, so
that I fear the Ship is getting fast
down to Gravesend. In the
evening went with Mr and Mr Baker
to drink tea at Mr Wood's. He took
great pains in showing me his
Gotta's, curiosties & gave me a
commission to procure for him
what I could. Took my

leave of Mr & Mr B, tonight in-
tending to set off early in the
Morning. Had a very kind invita-
tion to come back on my return.

Monday, March 13. Did not
get away till near 7. marched to
Esperon & then the first stage over-
took me in which I went to Louisa,
where I arrived about 9. - went to
Mr. McNeil's to enquire after
the Ship and found she was at
Greenwood. - called at Mr. Richards
and intended to say Dr. George packed
my few remaining things. Went
to call at Mr. Henry's but met Mrs.
had a little refreshment. - and
got over to the Dundee Boat in
Hopping just in time for the
Greenwood Boat. embarked &
after a favourable voyage of 9 hours
got on Board my Ship at Greenwood
between 5 & 6 P.M. - They arrived
here yesterday. It seems coming
down the River, in a squall, when
Hutchins a very decent young man
was taken on board & disbanded.

At 8 the Commodore came on
Board and paid the Ship's Com-
missary. They went away about
10 P.M. Wrote a letter
and went to Bed about 1 A.M.

Tuesday, March 14. This
Morning early Mr. Potts went ashore.
- The Morning fine & Wind from
N.W. & E. At 2 P.M. weighed

anchor and steered down the river
at 3 brought up in the Hope.

At Mr. Scott a Naval Surgeon goes
with us passengers to Scotland, his
native Country. He is a very good
agreeable kind of a Gentleman.

Mr. Potts wished me to go on Board
the Neptune this afternoon which
I declined, not wishing to keep
up war to form any new acquain-
tance amongst my Spitebitten
friends.

Wednesday, March 15th. This
Morning the Surgeon of the Neptune
came on Board to pay me a visit
however I was not much surpris-
ed in his favour, and he met
with so cool a reception that
he wont be disposed to repeat his
visit. - In the afternoon

the Capt^l went up to Greenwood
and returned at 7. Have been
all day laying in the Hope, to
Mr. Potts's regret and to mine on
his account. The Neptune
Industry, Dundee, Hope, and
two or 3 other Ships in company
Capt Robertson of the Neptune
is appointed our Commodore.

Thursday, March 18. At 6 A.M. weighed and sailed down the River, brought up between 8 & 9 in Sea Reach, the Commodore on some frivolous excuse went up to Gravesend, and did not return until 3 P.M. therefore we did not move. Spent the day in various inconsiderable ways. At 8 P.M. found a very pleasant & worthy man.

This evening has been spent in reasonable and moral conversation, what is not often met with in these Ships. I am happy to perceive a very favorable alteration in Mr. Potts since his Marriage.

Friday, March 19. Wind still about the same this morning then went to Bed. All this day have been laying in the same place; for getting under way we find upon the Commodore's side he seems to find excuses for delay, the weather to be some today has been hazy, but at times the wind has been fair and there is no doubt we might have been put this down and ready for any wind, had we liked. - Spent the day in reading a little, and writing some pieces of poetry. Went to Bed at 8 P.M.

Saturday, March 20th. Got up at 7 and found we were still not under weigh. When the tide suited the Wind was not altogether fair however at 9 the wind no longer would afford any excuse, and the signal was made for weighing. So we set off with a fine breeze from the Southward, which continued all day. At 5 the Pilot was discharged of the South Light and the Ship went out of the Humber Channel.

Have been rather sick, but the wind being well aft, and not much sea, I hope I shall be able to conquer it. Wrote while I could in the course of the day and in the evening made a little preparation for the duty of tomorrow. Went to Bed at 10 P.M.

Sunday, March 21st. Rose at 7. Having taken upon me the office of Chaplain, after Breakfast made some further preparation for the Morning's worship. The sudden fate of that poor Man, having lately happened, I thought it proper to make Death the subject for this Morning. At 11 the men assembled in the Cabin, where I proceeded to the sacred duty by delivering a kind

of Charge from myself. Then saying
a prayer, next read the 10 Chap. of
Columbianus, and lastly read one
of Bucer's Sermons on the Prepara-
tion for Death "Be ye also ready"
All behaved very well, were very
attentive and appeared very much
impressed by the Service.

Wrote and read during the after-
noon and at 4th just we set to bed.

The day has been very fine, the
wind continues favourable, have
secured our Studding Sails all day.
In the Morning the Breeze was
moderate, towards evening it increas-
ed - Ship going from 5 to 7 knots.
Wind W.S.W.

Latitude in at Noon $52^{\circ} 36'$
Monday, March 22. All day
very sunny, wet weather. The
wind in the forenoon still South-
wely with a good breeze. Towards
evening the wind scattered and ges
round to the N.W. At Noon we
were nearly opposite Shields Bar.

Tuesday, March 23, All day
the wind has been from the N.W.
and very moderate, towards evening
almost calm, have made but little
progress today. Have been rather
sick and unable to do any thing

all day. - In the evening began to
drizzle. Houghton's lecture on Physico-
logy.

Lat. at Noon by Observation $56^{\circ} 7' N$.

Wednesday, March 24th. About
midnight a pretty fresh breeze sprang
up from the Southward, and con-
tinued all day. Ship going 6, 7 &
knots: If the breeze continues we
expect to make Scotland tomorrow.

The weather has been extremely
fine till about 8 P.M. it began
to rain - Continue in. Com-
pany with the other Ships, via
the Neptune, Bourdee, Indostey
and Hope - The Studding Sails
all set. Wind S.W.

Latitude at Noon $57^{\circ} 20' N$

Thursday, March 25th. Blowing
hard this Morning. Took in the
Studding Sails. Towards 12 the
wind kept increasing with a very
heavy sea. We carrying a perfect
barrels, the Ship shipped a deal
of sea, more than ever I saw be-
fore. - Close reefed the Top-sails and
took in the Main Sail. We ought
to have made Scotland in the course
of the forenoon, having run 157
Miles since yesterday at Noon, the

Noon today. But I believe we are a long way to the Eastward, however we seem to persist in following the bearing on so that if the goes wrong, we are all led astray. The Wind and thick weather continued till 4 P.M. when it got a little more moderate and the land made its appearance. But the wind changing it was impossible for us to get into the harbour tonight. Till 12 Wind was and more moderate. -

Friday, March 26. Row at 7 and found the Ship in with the land between Whalsey, and the Main Isles, the wind blowing very strong from the Southward. Ship beating to Windward, stood to the Southward till 12, got out of sight of land. At 12 ticked the Ship. - The Gale so heavy and the Sea running so high, I hardly expected we should make our own ground good. At 11 we again made the Land, and found we had got to the windward of Whalsey. The wind continuing so high the Ship would not stay, obliged to wear her & beat again to the

Southward. Towards evening the Gale rather abated & the Sea more moderate. The Hope is in sight also plying to Windward appears to have covered away the Top Mast. If the wind continues we may beat here to an Otterity. Have been very ill all day, went to Bed at 4 P.M. Saturday, March 27th. Found the wind had hauled us through the night again. At 7 A.M. Crossed Head, bore W S W, Dist. 5 or 6 leagues, - All forenoon the wind moderate & Ship steering S by W. At 1 P.M. tacked and beat 6 fetches Cross Head, tacked again and plying to Windward round Cross Head. The Night very dismal, very dark with heavy squalls of wind and rain, at 1/2 past 12 found ourselves at the Mouth of Cross Sound, where we hoped for day light. Went to Bed at 2 A.M.

Sunday, March 28th. At 5 A.M. bore up into the Sound and at 1/2 past 5 came to anchor. The Hope got in some time after us. The Harbour

very full of Ships apparently
not less than 40 or 50 Sail. At
9 A.M. got away to his great
joy. All the fore part of the
day Strong Gale, in the evening
more moderate. Would not go
ashore today. After dinner
had prayers in the cabin and
read a Sermon from Acts xij. 30
31. In the afternoon Mr Croft
Surgeon of the Industry came
on Board and spent the evening.

Monday, March 29. Went
ashore with the Capt. this morning
called at a few places, took a walk
and returned on Board to dinner.
The weather at times fair, intermixed
with Squalls of Wind and Snow.
Wind from WNW to W. N. W.

Tuesday, March 30th. Having
these 24 hours, fresh Gale with
heavy Squalls of Hail. Wind from
W to W. Busy writing all the
forenoon, in the afternoon was
on Board the Industry, from there
on Board the Neptune, & dined
tea, returned to my own ship
with the Surgeon of the Industry
who spent the evening here

Wednesday March 31st. See
these 24 hours, blowing a strong

Gale from the SE. The weather
bleak & cold, with very heavy
showers of Hail. - Busy all
day writing Physiological obser-
vations.

Thursday, April 1st. This
morning Mr Croft Surgeon of the
Industry came on Board with his
Gun & we went to shoot over Croft
Island, but had little success, we
called at a great many houses and
Taverns and were much pleased with
the respectable behaviour of the
people. - did not meet with quite
so much beggary and misery as
usual. I saw a family one woman
wished to be blest, this man speak
like contagion and before we came
away 5 of that family had
subsequently undergone the operation.
In returning home, crossing
over a Mountain we encountered
a desperate storm of wind & snow,
upon the whole the journey was
rather unpleasant. The weather
cold and the ground covered with
snow. Returned on Board about
4 P.M. a good deal fatigued.

Friday, April 2nd. At 2 o'clock
this morning a most tremendous

Squall came suddenly on - I was
awoke by the Mate coming running
down to the Cabin, crying "Oh!
St. Peter, good God! there but a step
"gale is come on and a ship is
"driving athwart-haze" the same
was so heavy that it was almost
impossible to see any thing, it
was discovered that more ships
than one were diving & dragging
their anchors, luckily none came
in contact with us to do any harm
- we having both anchors down
before the Squall came on, did not
drive at least very little. In the
Morning I found the Distancia
close alongside of us on the one side,
and on the other the Experiment
Mk., Ipswich, and Charlotte -
most of the Ships in the Harbour had
drifted more or less, but the damage done
to the Shipping not so great as might
have been supposed - Went on
Board the Hope to see the Surgeon,
dined & came on Board at 5 P.M.
wrote a little during the evening.

The day has been tolerably
fine, with fresh breezes; in the evening
very moderate, with snow. Wind N.W.

Saturday, April 3rd. Went
on Shore this Morning - called
at Mr. Winick's in night of St. Peter.

called at Mr. Ogilvie and ordered
the best of Fish to pay for which
I gave 2^l to Capt. Robertson, called
at the Tailors & at Mr. Hays and came
on Board to dinner. The weather
all day has been moderate. A good
deal of snow has fallen last night, it
lays nearly a foot deep in some
places. Wind S.W.

Sunday, April 4th. Went
in the Boat with the Capt. this
Morning called at the Indentory &
then went on shore - remained a
while at Mr. Hays and then went
to the Kirk - called at the Indentory
& brought Capt. Archer with us to dinner.
One half of the people went to church
in the Morning, the rest in the after-
noon therefore had no service on
Board today. The fore part of the
day nearly calm, in the afternoon
moderate breezes from the Southward,
about 3 P.M. most of the ships got
under way and sailed out the North
Passage. We weighed anchor and
brought up abreast of Fort Charlotte.

In the evening blowing a fresh gale
still southerly. Wrote a letter.

Monday, April 5th. This
Morning got a Carry Boat to take
me on shore intending to go to

Shalloway having called at the
Hops, to request Mr. Smith to accom-
pany me, however we were dis-
suaded from going. Came on
Board to dinner. - Busy all after-
noon pointing my chest, and
all the evening till 11 writing.

Then a fair moon Ship went
out Today - The greater part
of the day wind Southwesterly -
The evening heavy showers of
rain and sleet - Wind veered to
the Northward: -

Tuesday, April 6th This
forenoon the Board was con-
sidered for all Masters. They re-
solved on Board the Resolution, and
it was agreed not to sail today.
Have got all our Salted provisions
on Board, 15 in number. Went
this afternoon on Board the Lady's
and staid till evening. Wind
W. - Squally weather.

Wednesday, April 7th
This forenoon the weather
damp & hazy with light airs
from the S.W. It my mortifica-
tion the Capt. refused having a
party to dinner. - accordingly
we had all the Capt. of our Affairs

The Surgeon of the Hops - Mess^r
Simclair and Morrison followed.
He consisting of 15 in all - some-
what a very noisy disagreeable
party. In the afternoon fine
Drugs from the S.W. W. getting
gradually to the S.W. Therefore a
ridiculous chance the Ship has
not gone to sea, for there is no
plausible pretext whatever for
sustaining news. In the evening
showers of rain.

Thursday, April 8th This
Morning the Drizzle continued
and the weather fine. Intend to
get under way as soon as there
is water enough over the Bar. About
11 A.M. the Latona of Aberdeen came
in, which brought the intelligence
of the Oschar of ~~Peterhead~~, being
wrecked and only 2 hands saved.
Also in the same gate the Hercules
of Aberdeen struck upon the Pier
or some Rocks, and carried away part
of her Rudder, and 11 feet of her Keel,
which however will soon be repaired.
After 12 went ashore: got some
paper, came off directly again.
At 4th part one of the Ship under
weigh. Spoke the name of Little

just come in - She has been
gone to the Straits & thus the third
time she has put back. In some
of the late gales a Sea struck
her - sprung the rudder and sent
in the cabin windows.

Sailed out at the North
Passage with the rest of the
Fleet viz. Neptune, Dundee, Hope,
Sudbury & Britannia of London.
at 3 had got safe through & have
too for the other Ships. - At 9 P.M.
abreast of the outer Skerry, bearing
N^W 1/2 W at 8 bearing WSW.

A fine clear Moonlight even-
ing. Wind SW

Friday, April 9. This
Morning rainy weather. wind
blew Southwesterly, a fine breeze. an
standing Sails set. In the afternoon
Wind got to the SW. and rather
blowing fresh. Close up'd the
Top sails. Day weather to the
end and Moonlight. In company
as before. Have been very
squeamish all day and unfit
for doing any thing.

Latitude by Observation 62. 9' N.
Saturday, April 10. All day
fine clear weather. all the forenoon
light air with a heavy Sea from
the SW. In the afternoon and

evening quite calm. The swell still
continuing. - Still very uneasy but
able to catch a little sleep and then.

Latitude in at Noon 63. 9' N.
Sunday, April 11. During the
Morning fine breezes from the West
ward. Ship going by her side. Day
serene weather. - At 11 began to
blow - soon all blowing Sails fore
and aft. At 12 had divine worship
in the cabin, with a good Sermon
from the parable of Dives & Lazarus.
At 1 P.M. ceased the forecast, & then
ceased the Top sails. Blowing all
afternoon. towards evening the
Wind Southward. Latitude in by
calculation 64. 19' N. - Went to Bed
at 6 P.M.

Monday, April 12. Wind North-
by. At 9 A.M. nearly calm. - All
the fore part of the day moderate
breezes, with a heavy head Sea.
Ship making but little progress.
Towards evening fresh breeze.
at 8 P.M. - the wind Southward.
Latitude by calculation 65. 14' N.
All day fine clear weather. Con-
tinued in company as before.
Still uneasy rather, but better
upon the whole.

Tuesday, April 13. All the
24 hours strong gales - and
coming heavy, wet nasty weather
the night, beautiful being a
mixture of Moon and Daylight.

Ship under close reefed tops fore
main topsails and reefed fore
mainsail this morning Easterly, getting
gradually to the N.W. at last at
10. - Latitude in at Noon
64° 30' N. have therefore crossed
the Arctic Circle and are now
fairly in the Frigid Zone. In
company as before. - Have
not so far well as to be able to
write a little today at times.

Wednesday, April 14. This
morning the Gale came on
most tremendous about 2 o'clock
and continued all day, with a
Monsoonous Sea. Puffed many
heavy seas, one about 5 feet high
her on the water just where I was
laying in bed, which I thought
had sent the sides in, but luckily
by no accident happened. At
10 A.M. have the Ship too under
a close reefed main topsail, and

also the fore and main the other
ships kept riding. About 8 P.M.
the Gale abated. - set sail again.
The sea still continues high.

Thursday, April 15. This
24 hours moderate breezes and
fine clear weather. - begins to
be cool. the sea very cold. Wind
about N.W. - Tonight no moon
darkness, but a grey twilight for
some hours. - The Decker &
Hope in company - Have
been tolerably well today, and
busy writing Haighston's Lectures
on Physiology. - No observa-
tion this some days. - Saw an
Ice Bird at 8 o'clock this evening
which is ominous of not being
far distant from Ice.

Friday, April 16. th Good day
Wind N. Moderate breezes most
of the day and clear weather. From
8 P.M. to 12. thick, with small dry
at 11 P.M. fresh breeze inclinate
to blow. - The weather pretty cold
today. - Have not got much to
the North, wind being against us
Latitude in by Observation 71° 37'

Saturday April 17th. In the Morning moderate breezes from the S.W. with Mist. at 11 A.M. began to blow hard. - and it continued a strong gale all the rest of the day, with a heavy sea.

At 6 P.M. tacked Ship and stood to the Southward, being afraid of coming to the Ice with the wind as it is, as we could not get off again. - Wind Easterly. Have lost sight of the other Ships.

Sunday, April 18th. The beginning of these 24 hours still blowing hard. - At 7 A.M. Hoisted the Ship and stood to the Northward again. At 10 all Hands assembled in the cabin to Prayers. - Read a Sermon exposing the excuses of Sinners. Luke 14. 10. "And they all with one consent began to make excuse". - By Noon the weather more moderate. - able to set more canvas. - Moderate to the end & clear weather. - Now no darkness, & if all eyes were there to see no sight for 3 months to come. No Ships in sight.
Lat. by Obs. 71° 49' N

Monday, April 19th. About 4 A.M. broke the Ice, several large pieces in sight. tacked Ship & stood all day to the Eastward out side of Ice. - Wind Southly the fore part of these 24 hours moderate and clear weather, in the afternoon and evening inclined to blow strong. Latterly thick & heavy with Mist. This day Foulmouth we came out of Scotland: - - No Observation.

Tuesday, April 20th. In the Morning strong breezes and thick snowy weather. At 8 A.M. hoisted the Ship to and let her drift to the S.W. - Wind S.W. - At 10 cleared up - set sail to the S.E. All day moderate breezes and clear - did not fall in with any Ice.

In the evening fell thick again snowing hard, and blowing fresh from the S.W. - at 9 P.M. hoisted to and drifted to the Northward.

At 11 Wind suddenly shifted to the N.W. - set sail and bore away again to the S.E. - Snowing hard to the end. - Still have seen no Ice. - Busy all day writing
Latitude by Observation 74° 55' N

Wednesday, April 21st

Fore part of these 24 hours fresh gales, with snow. Wind NW and the weather piercing cold. In the afternoon wind ~~and~~ clear. - Wind in the evening fine, mild, clear weather, with very little wind and that more westerly than in the morning. - The Ship all day has been going almost due South, yet not a particle of Ice has been seen altho' now between 75 & 76th North latitude, but we are a good way to the Eastward. At present, Midwinter perfectly light, so as to write this, indeed almost as light as at noon day. The Sea perfectly smooth, and every thing serene, and pleasant, a great contrast to the weather we have had see along.

Thursday, April 22nd The beginning of these 24 hours calm. At 6 A.M. a fine breeze sprang up from the SW - Steer'd to the NW and came amongst pieces of thin Ice in Bays, which being

all in little round cakes, are called Pancakes, as we advanced to the Northward, the cakes became larger and closer till they became almost general with small spaces of clear water.

After dinner went up to the bowsprit a couple of Hours for the first time.

People busy all day in getting the Sails coiled and every thing ready and clear for fishing.

Till 6 P.M. sailing amongst the above brashy stuff - Then run away before the wind to the NE and came directly into clear water, not a particle of Ice to be seen in any direction altho' now in the Latitude of 77th North, with it somewhat remarkable and rather an uncommon occurrence.

The weather all day fine, and clear. - At 6 P.M. to 12 a little Snow, but not thick - till 12 steering NE. No Ships to be seen since we parted from the Dundee and Hope.

Lat: at Noon by Obs. 76. 33' N.
Ship going 3 or 4 knots.

Friday, April 23. Beginning
of these 24 hours snowing and
thick - have Ship too far from
shore. At 8 A.M. blowing a
gale of Wind, from the N.W.
Ship running to the North
ward and no Ice to be seen.
Rode to the Westward and fell
in with Pancakes, which
gradually became thicker as
we advanced, till they found
continued and large patches
At 10 noon moderate, kept
going West in order if possible
to find Ice - fell in with a
few struggling, solitary pieces
here and there one.

At Noon and part of the
afternoon blowing a Hurricane
with a heavy Sea. - Got out
of sight of Ice of every descrip-
tion. - Most intensely cold

At evening snow moderate,
not so cold. Wind broke off to
North. - Ship lying N.E. & E.

No Ice to be seen - Not a Ship
seen. - And not a Whale been
seen at all since we have been

in the Country. - During the
day clear weather - from 9 P.M.
to 12 a little snow. -

Lat. by Observation $78^{\circ} 1' N$.
Saturday, April 24. Begin-
ning of these 24 hours blowing
further even increasing to a vio-
lent Gale of Wind with thick
snow. At 9 A.M. saw 6 Sail of
Ships reaching the Westward.
The Gale still continuing, Ship
under close reefed Topsails, working
to the Eastward. At 10 hours too
under a close reefed Top-sail.

At 11 saw the Land beyond and
a range of lofty mountains clothed
in snow, distant about 40 Miles.
At Noon and Ship's head to the
Westward all the other Ships are
laying too. - At 12 P.M. rather
snow moderate, set more sail.

To the end of these 24 hours blow-
ing weather. Wind Westward &
very cold. - No Ice all day. Ship
plying to the Westward, and also
all them in sight. At Noon in
 $78^{\circ} 2\frac{1}{2}' N$. Latitude.

During the Evening employed
in preparation for the duty of to-
morrow. Went to Bed at 2 A.M.

Sunday, April 25th All these 24 hours, violent gales from the N.E. with a very heavy cross sea and intensely cold. - As the snow on the water falls it freezes, so that the Saigis decks, sails, & lower parts are all matted of Ice. - Ship lying too drifting to the Southward. 2 or 3 of the other Ships in sight. -

Obliged to omit dinner washing today on account of the bad weather. Went to bed at 4 P.M.

Monday, April 26th A heavy moderate S.W. this morning, the day cold. - people employed clearing the Ship of Ice. - Set sail and reached to the Westward. At Noon in Lat 77° 30' N. having driven to the Southward 1/2 a Degree.

About 3 P.M. fell in with straggling pieces of Ice. At 5 the Ice very thick. At 6 made the body of Ice in a solid Pack, without any prospect of entrance at least to my good. Tacked and stood to the Eastward and in a short time got out from amongst all Ice.

Latter part of these 24 hours, heavy breezes, threatening much to blow. 10 Ships in sight. Wind N.W.C.

Tuesday, April 27th The beginning of these 24 hours strong gales and a heavy sea from the N.E. -

Through the day moderated in the evening quite calm.

The Air very cold. - during the calm the Sea became instantly covered with Ice in small loose parcels

which however would soon become solid. - From 10 to 12 P.M. light

Airs - Ship plying to Westward amongst straggling pieces of Ice. 49 Sail in sight.

Lat. by Obs: 77° 31' N.

Wednesday, April 28th The first part of these 24 hours light breeze, through the day quite calm. -

The sea completely level and covered with Bay Ice which appears loose but if Ships little wind becomes calmer. - Ice we shall be frozen up. - At 3 P.M. a little snow. The rest of the day and night very clear. - At 6 P.M. a fine breeze springing up - which continued to the eve. - Ship sailing along the edge of the Ice which is in a solid Pack without any entrance to be found into it. - A number of Ships in sight. - Wind S.W. by S.

At 10 P.M. a fine breeze springing up - which continued to the eve. - Ship sailing along the edge of the Ice which is in a solid Pack without any entrance to be found into it. - A number of Ships in sight. - Wind S.W. by S.

Thursday, April 29th. The
beginning of this 24 hours fine
light breezes - Ship running to
the South Eastward along the
edge of the Ice. At 7 A.M. got quite
out from amongst Bay Ice.
During the Morning spoke dif-
ferent Ships viz the Augustus
Hull, British Queen of Shields &
Cressida of London. - At Noon
strong breezes - about 100 Ships
in sight, mostly all running
to the Eastward. - Amongst
streams of Ice - Paper
through several Bay Streams.

Towards evening the Streams
larger and more solid.

At 3 P.M. for the first time
saw several Whales - had away
3 Boats - at 7 they returned with
out success. - At 8 saw more
sent away 2 Boats but could not
get near any. - Some Ships
in sight fast - Fresh breeze
and clear weather to the end.

Lat: by Obs. 78° 14' N.

Friday, April 30th. Beginning
and greater part of these 24 hours
fresh Gale and clear fine weather
Maist In port 12 Capt. Archer &

Battison came on Board's went
away at 2. At 1 P.M. saw 6 Fish and
had a Boat very soon but could not get
fast. Saw none all day after. At 8
P.M. Capt. Gallonny came on Board for
a short time. - At 11 P.M. had a boat
lowered down and went on Board the
Hope and came back before 12. -

All day the Ship lying amongst
streams of Ice. - Between 10 and 12
Ships in sight & 3 or 4 been fast to
Fish. At 12 P.M. moderate fine
weather. Wind S.W. Lat. 78° 45' N.
Have finished writing Hingston's
cases in 2 vols & Piquet's Notes on
Surgical operations

Saturday May 1st. Between 12
and 1 P.M. the convivial ceremony
of hoisting the Garland was gone thro'.
Squared the Yards and run away
before the wind to the Eastward.

Between 1 & 2 A whale came up
close to the ship, lowered away a boat
but without success. - another or two
seen in course of the Morning. -

Ships all four were sailing to the
Eastward amongst streams & sailing
pieces of Ice - From 4 P.M. the
ice dodging about a stream, saw
several Whales & had boats away but
without success. - At 9 P.M. saw

at the stream altogether since
a loose fall of 4 Beasts but they
did not come again.

The whole of these 24 hours
moderate, fine, warm, clear blue
sant weather. - Several Ships
in sight. - Writing during
the Day & from 9 to 12 P.M. employ
making some preparation for to-mor-
row.

Sunday, May 2nd Beginning
of these 24 hours fine clear weather
all forenoon Ship plying to land
was along the edge of the Ice, some
times amongst streams & straggling
pieces and sometimes in clear
water for the Ice went out as
all beyond the Lot's Park. Upwind
of 20 Ships in sight. - Only one
Whale seen all forenoon.

At Noon all Hands but the
watch came aft to Prayers.

All afternoon Ship reaching to
the Eastward intending to run
close in with the Land. - At 10 P.M.
the Snow cap'd Mountains of
Spitzbergen in sight high and
bald - Only one Ship besides our
selves standing in - No Ice of
any kind. - At 12 P.M. tacked
steer out again being about 20

or 30 miles from the land and
thing to be seen to induce us to
stand farther in. The weather
continues serene and the Wind
Southwesterly not at all cold. -

Lat by Obs. $78^{\circ} 55' N$. - Wind S.W. by S
Monday May 3rd Fine clear
beautiful weather begins these 24
hours, at 1 A.M. the Sun far above
the Horizon, indeed he has been
as bright at midnight as at Noon
for a day or two back. Went to
bed at 3 A.M. & got up at 10. -

All forenoon fine warm wea-
ther and light winds from the
Southward. - Ship plying a-
long the edge of the Ice which
very where appears a solid Park.
no Whales to be seen. -

During the forenoon the Land
in sight high and bold, but
towards evening the Tops of only
2 or 3 Mountains emerging above
the Horizon. In Lat. $79^{\circ} 15' N$

In the evening tacked and plyed
to the Southward - No Ice any
where to be seen. - 9 or 10 Ships
in sight. Latter part fresh, bree-
zes, squally and cloudy. With
a good deal of Sea.

Tuesday, May 4th Beginning
of these 24 hours, a nasty cross
sea with puffs of wind. During
the forenoon thick stormy weather.
In the afternoon cleared up - and
nearly calm to the end. - a tury
to the South Westward. - The sea
insight - but no Fish to be
seen.

Wednesday, May 5th Begin-
ning of these 24 hours calm. A great
part of the day sounding or hazy -
with light Breezes - Ship going
to along the edge of the pack. -
no Fish. - In the evening got
into a large Bite where were
several Ships, amongst which
the Decade & Industry, but none
apparently with Fish.

In the eve fine clear mild
weather - At Midnight the
Sun and Moon both high above
the Horizon. Wind Northwely

Lat by Obs: $70^{\circ} 40' S$.

Thursday, May 6th Beginning
of these 24 hours fine clear weather.
At 2 P.M. saw the Britannia of
London here soon almost gone
in order to get repaired a little, having
got stove with a piece of Ice during the

Gale on Sunday 25th April - the Capt
went away with the Carpenter in order
to render them some assistance, and
stood towards them with the Ship.

At 3 made our Ship fast to a piece of
Ice and us at our end and the Industry
at the other buoyed up the Britannia
while the Carpenters were employed.
- Went on board the Industry &
remained with Mr Capt till 8 P.M. when
the Britannia was finished.

Cast off the Ship - Capt Killick of
the Covatta came on board, Capt. Fisher
for a little while.

All afternoon quite calm, and the
weather extremely clear pleasant,
and very warm - notwithstanding Ice
was forming on the surface of the
Sea. - The Moon has contin-
ued to be visible throughout the
day - it is looked upon as a bad omen
when she appears at all here.

Towards the eve light airs &
cloudy - Ship plying about in the
Bite - nothing to be seen.

Lat. by Obs $70^{\circ} 33' S$

Friday, May 7th All day more
ivate Breezes, cloudy and at times
hazy. Ship plying to the SW in
the forenoon amongst very heavy
ice pieces of Ice and very thick

notwithstanding however the in-
convenience of navigating the Ship among
these rocks of Ice we got few or no
blows - In the after part of the
day more water and less Ice.

5 or 6 Ships in company. Wind
from N.W. Lat. by Obs. $78^{\circ} 24' N.$

Saturday May 9. Company
of these 24 hours hazy calm
weather - Early in the Morning
saw 8 or 10 Ships made fast to a
Flaw piece - moved up towards
them but saw no whales - Ships
plying and dodging about among
flaw pieces the remainder of the
day. - 2 Ships got beset - 2 or 3
whales seen but had no chance
of getting fast - About 11th saw
in sight. - At 5 P.M. went with
the Capt on board the Hope &
did not come back till Sunday
Morning had set in. -

The weather fine to the end
upwards of 40 Ships in sight.

Lat: by Obs. $78^{\circ} 11' N.$

Sunday May 9th In the fore-
noon as usual part of the Ships
company came aft to prayers &

to hear a very good sermon, and in
the afternoon the remainder. -

All these 24 hours fine weather
a little hazy betimes - Ship ply-
ing about in a hole of water among
flaw sailing Ice - surrounded
by Flaw pieces and lanes of Ice.
Have now got a good way on, but
can get very little further. About
40 Ships in sight - the Favorites
of Lynce & Sisters of Hull closely
beset. - Nothing seen all day
except Unicorns - About 12 P.M.
saw a Whale & had away 2^d mate,
but saw nothing more of her af-
terwards.

Monday May 10th Beginning
of these 24 hours all fair & hazy
windy, saw odd weather with fresh
breezes - The Ice running together
in some places filling up large spaces
of water and opening others - Ship
plying about and trying to where
there is most room - About 3 or 40
Sail hereabouts. No Whales seen at
all. - In the afternoon about
4 or 5 calms - afraid of getting
beset. - Afterwards came on to
blow excessive hard - continuing
or rather increasing to the end, &

equals of not surpasses any Gale we
have had yet - The very Mast
are shaking - Nevertheless a Gale
here is a pleasant breeze compared
to a Gale at Sea. - The Ice affording
great shelter and preventing the
Sea getting high.

Thick weather to the end - Ships
sailing and plying in plenty of
Sea room amongst sailing pieces
of Ice - Got a few heavy blows.
Several Ships passing & repassing
all under 2 close reefed topsails.

Tuesday May 11th Thick
heavy weather begins then 24 hours
with violent Gales of wind - At 1 P.M.
took in the 2 least boats.

At 7 A.M. struck a piece of Ice
which stove the Ship on the Starboard
Side just about midships but she
makes no more water than usual.

The Latona speaks us in passing
and told us she was stove. She ap-
pears able to have carried away her
1st Cabin. - Kept in 1st till
noon, every thing being cold and
uncomfortable.

In the afternoon I think a very
little more moderate - At 12 P.M.
the Gale continues with little or no
diminution. - Also heavy the whole
of this day, but clear enough to see a

Mile or so each way - Ship wearing
and plying to Windward in a large
hole amongst heavy pieces - got
blows now & then. - Several Ships in
company.

Wednesday May 12th Throughout
the whole of these 24 hours, the Gale
continues with undiminished vio-
lence - impossible to carry more sail
than 2 close reefed topsails. - Ship wear-
ing and plying as before - the hole
tolerably clear of straggling Ice &
lots of Ships. - The weather cold,
& constantly thick with squalls of
snow.

Thursday, May 13th - Not until
this day at Noon, did the Gale tem-
perate with a heavy squall of Snow.

For a while moderate and clear
afterwards stormy breezes to the evening
showers of snow now and then.

Ship plying to the Windward's weather
amongst streams of Ice having got
a great way to the Southward during
the Gale. Several Ships in sight.

Friday, May 14th Beginning
of these 24 hours stormy breeze & blowing
Ship plying to the S.W. - At 4 A.M.
came on to blow as hard as ever with

a good deal of Ice when a little
way from Ice. - Ships laying
too all day under shelter of a large
mass of Ice - through the day
tolerable clear, in the end, showers
of snow - the Gale still continuing.

Several Ships in sight, all with
Ice reefed topsails and dodging
under stream.

Saturday May 13. All these
24 hours strong Gale continue
with equally hazy weather, but
much more moderate towards
evening. Ship dodging still under
the Stream in company with
the Fountain of Lynn - Mary
Ann of Danice. Wind NE - must
have driven a long way to the
Southward during these Gale.
Have finished Horn's Lectures

Sunday, May 14. The begin-
ning of these 24 hours strong
gale, squally and hazy. - In the
early part of the morning more
moderate and clear - Made sail
and bore away in company with
the other 2 Ships - Wind NE
all forenoon plying to the NE to
among streams and very hazy,

sailing Ice - through the day only
the above 2 Ships in sight.

We were had a dinner in the
kitchen forenoon and afternoon.

In the evening could not get us far
then to the Westward - found the Ice
in a solid pack. - Plyed along the
edge of it to the Eastward, about 11
to 12 sail bore in sight surmounting
out to light before the wind, having
been up in a bite to the Westward -
found nothing but a solid body of
Ice without being able to find an
entrance. - About 11 to 12 of the
the Sunday which has also got da-
mage during the Gale by a ship
surrounding a board of her - told us of
2 or 3 Ships they had left behind.

Moderate and clear weather to
the end - and pretty calm. Wind NE.
Ships missing a light.

Lat. in 76° 36' N

Monday, May 17th All forenoon
light winds from the NE. Ship plying
E by S. - Towards evening bore to
the N and Westward - almost entirely
almost entirely clear water, but a
few small stragling pieces - with
and light breezes. - Mary Ann bore
three with snow showers occasionally
through the day. 21 sail in sight.

Tuesday, May 18. All these 24 hours fresh breeze from the West. Ship flying to the Northward, in the forenoon almost clear water, passed through several patches of heavy Bay Ice towards the end among steams and sailing Ice. In the morning saw two or 3 Whales and had a Boat away twice, but without success. - At 3 P.M. the Capt went on board of Hercules and came back about 5. -

Lat. by Obs. $77^{\circ} 46' N.$

Wednesday May 19. Fair breeze and showers of snow begins these 24 hours - Ship standing in amongst the Ice.

A.M. saw a whale a low down a Boat - At 11 saw another and sent away two Boats but it returned early time without success.

Ship amongst streams and heavy pieces of Ice. All forenoon very light air, and during the afternoon almost dead calm. - The weather mild and very cloudy.

At past 12 saw a very large Whale and sent away 2 Boats afterwards saw more in different directions and sent away 2 more Boats. The 4 Boats were away

for 2 hours had several starts, and were some high chances, about 3 they came on Board. - the Bay Ice is becoming so thick as not only to impede the Boats way, but also it causes a noise which frightens away the fish before the Boat can get near enough. In the evening afterwards saw a whale now and there had away 2 Boats. - at 11 the Boats came on Board - hoisted them both up. At 12 light air and cloudy the Bay Ice so thick as almost to stop the Ship

Thursday, May 20th. All these 24 hours light breeze, at times calm. The Bay Ice so thick as to prevent the Ships way, - only crawling through and at times quite fast. - Not far from where we were yesterday, but only one whale seen, that in the Morning. The weather very mild but cloudy.

Friday, May 21st. At the beginning of these 24 hours calm and the Ship fast among Bay Ice. At 2, a light air spring up from the S. at Noon fair breeze and clear weather in Lat. $77^{\circ} 15' N.$ - During the afternoon running to the S.W.

among heavy steamed and pieces
of Ice in company with the
Union King of Peterhead. At 6
P.M. came on to blow fresh with
thick snowy weather which contin-
ued to the end. - Ship lay in the
bay. Ice all broke up now.
No Whales seen all day.

Saturday Aug 22. Beginning
of these 24 hours strong gales from the
N.E. and thick snowy weather. About
P.M. saw 2 or 3 Whales and saw
a boat away but did not get fast.

At Dawn blowing strong, ship
laying too and dodging in a hole
between a Steamer and a Pack the
Union in company on the other
side of a Steamer.

In the afternoon little wind, but
still very thick. - At 4 P.M. saw
the Ice setting up very fast towards
the Pack. - called all hands to get the
ship out, but could find no way
to get away very where we could be
better. Most providentially it cleared
up, and the Wind got to the N.W.

At 5 P.M. completely hemmed in
in a hole, between the former pack
and the Steamer setting up against
it. - Kept flying about in the hole

as long as there was water sufficient.
By the hole had got very small now
to allow us to take the Steamer. Various
trials again but in the space of a few
minutes there was not a drop of water to
float the Ship. To add to our dismal
situation there was hardly any wind &
a heavy swell among the Ice. Set all
the reefs out of the Sails, set all our
barricade and began to move before the
wind, making a rope fast to a pin of the
and wrapping when it could be done -
people with Ice poles, shoving away
the Ice ahead. The breadth of Ice
that we had to bore through was about
1/2 a mile, and which soon would have
been three times that distance if not
was the Ice running together. On the
other side the pack extended for many
miles, as far as could be seen from the
Mast head was Ice. A poor man who
was lowered from the 1300 foot class
one piece of Ice to make a rope fast
could not be got on board again, he was
agitated and overcome with fear that
he had hardly sense to look to his safety,
and remaining after the Ship, jumping
from piece to piece at the risk of falling
between them and perishing. He at last
got up to the Ship, and a rope being
thrown over to him, he was hoisted

on so overcome with agitation, fatigue
and cold that he was nearly gone.

I got him below, put to bed and by rub-
bing so got him revived.

The Ships got out of the Pack about
20 minutes before 9 - the swell so very
heavy at the edge that the Row-pipe
dipped in the water - Did not get
out of the heavy cross Sea till half
past 9. - Got some severe blows,
but by a merciful Providence we
got out without sustaining any
damage whatever. -

About 11 P.M. having just had
supper the Second Mate accompanying
Harpoon gear, from under the cabin
table for fear of any accident, having
been imperiously put there with-
out being discharged. He was getting
out the Gun & standing giving
directions where it was to be put, when
it accidentally went off. - In addition
to my leg, having in the fore part
of the window missed the 2^d Mate's
hand and carried away his Great toe.

At 12 P.M. another man fell down
the Hold and wounded his legs.

At 12 moderate breeze, and clear,
with a heavy swell still. - Ship
sailing to the S.E.

Sunday, May 23rd Went to bed out
at 3 o'clock and got up at 11. Had Breakfast
and at 1 o'clock except the Watch came aft
to prayers. - About 2 saw a whale
away 2 Boats at 3 they returned at 4 -
on a time playing about among some
low pieces of Ice and had away 2 Boats
for some hours but were soon near
enough when she appeared. - The
ice in sight freshens her 4th - and
another ship following - also saw 2
barges to my and got some thickets
there, therefore there must be whales
here for some time this set of ice.

The weather all day fine, clear, and
warmed; quite a fine light breeze and
unable to be calmer - About 8 freshened
up a little. - Ship plying to the South
ward amongst low straggling Ice - Got
10 Ships in sight. Wind S.

Lat: by Observation 80th 40'

Monday, May 24th All these 24th
hours moderate breeze and cloudy.
Wind S. Ship plying to the Southward
amongst sailing Ice. No whales seen
all the morning, at noon saw one
sent away 2 boats at 1 they came back
At 2 saw another and sent 2 boats away
at 3 they returned. At 4 saw one and
sent away 2 boats - saw her from
the Ship several times, but the boats

did not see her. About 8 either
the same or another fresh company
descended our Boats. Above all else
and got a Harpoon from one of the
Boats to strike her, but she had
seen the Ship and did not come
up again. Hoisted the Tacklet for
the Boats to come on Board and
hoisted them both up. At 8 saw
Whale and lowered down 2 Boats -
but saw her no more.

Nearly 30 Sail in sight, some
ships getting fresh.

In the mid Evening rather
Wind Easterly, shortening to the

Tuesday May 25th Saw after
12 M. saw a whale and about 7 P.M.

another, not one besides seen all day.

At 10 P.M. the Hercules Boat came
on Board and brought the Melanby
recruit of the life of the Lutonara
Saturday last just about the time
that we got beset. - The Lutonara
sight with her broadside out of the
water and several boats about her.

The fore part of the day fine breeze
and clear, towards the end light breeze
and cloudy. - The Capt. Mollmann
on Board the St Andrew. - The St Andrew
Kirkcaldy and Selkirk of Aberdeen in

company. About 10 this ship
Lat: by Obs. 78. 4

Wednesday, May 26th All these
24 hours light breeze, almost calm and
fine mild weather. Not a whale to
be seen. - The Lutonara still
at no great distance. - Hoisted all day
about the wreck. In the evening
McGalloway of the Hope and St Andrew
the Surgeons came on Board for a few
hours. - At 12 P.M. very little wind.
Ship amongst sailing Sea. Spent
of 30 sail in sight.

Thursday, May 27th All these
24 hours, fresh breezes and clear weather.
Had Boats away 3 or 4 times
in course of the day, and was near
enough once to throw at a whale (apparently
wounded one) but did not
get fast. - Ship flying and doing
amongst sailing Sea. Several
Ships in sight, some fast and others
flinching in course of the day.
Wind from S to S.W. and a heavy
swell from the Eastward.

Lat: by Obs. 78. 24 N.

Friday, May 28th At 2 A.M. saw
a whale and lowered down 2 Boats
the Mate had a throw at one but did
not get fast. In the course of the day

...one came up close to the
Ship, and the Fisheries attempted
to strike her out of the Wind-
but did not succeed. ...
two more during the forenoon, but
none afterwards.

All the fore part of the day, Ship
plying and dodging almost in dan-
gerous water at the edge of the Ice, appar-
ently like a Pack. Towards even-
ing stood in amongst the Ice and
kept turning to the Westward till
the end amongst heavy ice
got a few blows in different parts.

From 10 P.M. till 12 a. Strong Nor-
West and very heavy. Wind S.W.
The swell scarcely perceptible now.

Saturday May 29th At the
beginning of these 24 hours, thick
foggy weather. At 1 P.M. could get
no farther and have tea for the Sa-
pewing. All the fore part of the
day plying and dodging as the
Ice opens, the weather tolerable
clear - 30 Sail in sight.

3 Foreign Ships in sight suppos-
ed to be from Hamburg or Rotterdam,
and that it is Peace with England.

In the afternoon could get no farther
and no Whales to be seen, most of the
Ships bore away some in one direction

some in another. At 1 P.M. Ship
going to the SW amongst heavy Ice -
saw thick, cold weather at the end.
Sat. at Noon 70° 15' N.

Sunday May 30th Beginning of
these 24 hours foggy weather -
During the day till the end light
air almost calm and cloudy weather
got so far to the Southward again as
to be close by the Latitude at 12 noon
went away in the boat to see the
whale. Had supper & dinner fore-
noon and afternoon at 8 P.M. saw a
Whale (the only one all day) and
sent away 2 boats but as usual.

At 11 the Individer came up with
us with one Fish - Went out
with the Capt. - At the end
light air and cloudy, 38 Sail in
sight.

Monday May 31st Came on
board at 1/2 past 12 A.M. - showed
her mind. - Through the day fresh
breezes and very thick misty weather.

Ship plying to Windward in clear
water, no fish to be seen. Three
Individer in company. At 12 P.M. re-
turn more clear. Wind from S.W.

Tuesday, June 1st Beginning
of these 24 hours strong breezes, during
the forenoon more moderate, and

in the afternoon quite calm. We
day nearly wet. Thick weather.

Saw 7 or 8 Whales in course of the
day, but could not lower a boat
down on account of the fog. Ship
in clear water. From 11 to 12 1/2

light breezes and rather more clear
Day more Ships in sight. Wind from West

Wednesday June 2nd All
forenoon fine breezes and clear
mild weather. Again in sight
of the wreck of the Latona, then
have we been hovering about this
place these 2 weeks without doing
or seeing any thing hardly. All
the after part of the day almost
calm. Ship running before the
wind to the Eastward along the
edge of the Ice. - Only one Whale
seen all day. Had away 2 boats
but without any chance of success.

At 10 A.M. light
air and fine mild weather. The
land dipping from the Westward.

Thursday, June 3rd. Beginning
of these 24 hours light breezes. Ship
plying along the edge of the Pack to
the Eastward. In the Morning haul
into a long, deep bite, in which in
the course of the day we have seen
several Whales, and was even all

but fast, but either through mis-
management or misfortune did not
succeed. -

All day light air and cloudy.
Day more Ships in the Bate.

Friday June 4th. About 10 A.M.
Mr. Hays - Capt that was of the Latona
came on Board for an hour or so and
returned to the St. Andrews where he
stays. The beginning of these
Whales calm and very hazy. In
the forenoon light breeze and clear.
Came out of the Bate, with all the
other Ships there being nothing to be
seen. About 4 P.M. commencing
the point the St. Andrews of Aberdeen
got fast, leaving us the only clear
Ship in the fleet.

At 8 P.M. fine breezes from the
Westward, Ship running along the Ice
to the Eastward among fine loose ice
ing heavy Ice. At 11 spoke the ground
to and the Capt went on Board -

Had boats away 2 or 3 times in
course of the day but to no purpose.

At 12 P.M. thick hazy weather
and light breezes. Ship apparently
between 2 Packs. 11 or 12 Ships in
Company.

Saturday, June 5th. At 2 A.M. the
Capt came on Board. The weather

hazy. For a while in course of the
Morning tolerable clear. Had 2 Boats
away after a while, there being 8 or
10 in all from different Ships, at last
the Evetta got fast and got her being
from 5th - From noon till 12 P.M.
extremely thick with fresh breezes
from the Southward. Ship laying
too and making a Board occasionally
in company with the Evetta.

Sunday, June 6th Beginning
of these 24 hours left wind but still
very thick. In the course of the
forenoon tolerable clear. The wind
still Southwaly. Ship laying too,
with 4 or 5 sail more, among streams
close to the water's edge and not a
single Whale to be seen, indeed it
would almost seem that we did
want any from our laying here
doing nothing.

At 10 A.M. had prayers & sermon
to part, and in the afternoon to the
remainder of the people.

For the afternoon very hazy at
times. At 4 P.M. pretty clear.
Saw 14 or 15 sail to the SW and judged
them to be at a Bar: the Ice ap-
pearing pretty slack at the edge,
bore away amongst it to the Southward
till 7 P.M. remaining among heavy

Ice and Bar pieces, but had room en-
ough to work the Ship, without breaking
any yards or getting any blow. Saw one
Whale but could not haul her to send a
boat. At 7.30 saw in a large clear
hole - At 9 saw a Whale & could haul
her to Boat - At 10 Bob Smith got fast
she ^{5.3} _{5.3} on the first Harpoon and was
hauled up dead at 7 past
11. at 12. alongside and
began making ready to flinch.

At 12 P.M. moderate breeze with
slight snow showers. Several Ships
in sight.

Monday, June 7th Don't flinch
by 2 past 2 A.M. The fish measured
only 5 feet 3 inches Bone.

Went to Bed at 5 A.M. and got up
at 1 P.M. - Had a Boat away.
Notwithstanding all the Ice we
came through yesterday we are again
in an open sea, probably the same
Bite we left a day or two ago. 6 of
Ships getting fish & some made fast
to a piece of a Bar.

The wind still Southwaly. In the
course of the afternoon began to blow
with very thick weather. Reached out
to sea, and kept warning & flying to
Windward to keep off the ice. At 12 P.M.
strong gales and a heavy sea.

Tuesday, June 8. Still blowing
hard with nasty thick mousy
fog. Ship trying to under a steam
in company with several others. At
2 P.M. 2 large Whales came up close to
Ship, lowered down 2 Boats but they
were swimming so the Boats could not
overtake them. In the evening
Capt. Pelt went on board the Whales
for 3 or 4 hours.

Latter part of the 24 hours
moderate winds, but a thick fog
continued to the end.

Wednesday, June 9. The
beginning of these 24 hours very
foggy weather. About 2 A.M. came
up a little with a light breeze from
the N.W. Saw about 10 sail fast but
in the pack some about 2 or 3 miles
amongst them the Indistinct; one
Ship lower down having got stove-up.
Saw her to be the Prince of Wales.

In the course of the morning, all was
calm. At 10 A.M. called all hands
to make off and sent 3 Boats to visit
the Ship of the Pack, there being no
wind and a heavy swell throwing
snow us up against it. Finished
making off at 4 P.M. At 5 lowered
3 Boats down to see the Ship. the
ice steamer being sailing fast up.

I sail in company, all with 4 or 5 others
having a lead; - luckily a breeze sprung
up from the Southward just in time
to prevent us getting lost. Doing things
some stresses and got some heavy blows.

From 8 to 12 P.M. very foggy thick weather.
Ship plying to the S. Lat 78° 30'

Thursday, June 10. Beginning
of these 24 hours, light breezes and heavy
weather - have too the fog being so thick
at 3 A.M. saw the Scepter of London
at 4 Capt. Robinson came on board, and
went away at 9. Thought the day was
clear but heavy at times. From 4 to 5
P.M. saw 2 Boats away. - At 6 the Capt
went on board the St. Manchester for a
little while. They have been frozen up in
the Baltic all winter got to Hull on the
26 April & left the Puffin; they have
got 4 large Fish to the Southward where
it seems there were a great many.

At 10 P.M. saw a whale and sent away
2 Boats and at 11 Prob. Woodward got
fast.

In the eve the weather clear - wind
at N. A great many Ships in
sight, some getting fast, and all about
having Boats away occasionally.
Friday, June 11. Got
the Fish killed by 12 past 12
and soon after 1. A. H. Abington



down flooding at 6 - was used 8th of
fresh water. - Beginning of
24 hours fine wind clear weather; - in
the course of the morning heavy. The
Wednesday in company - they got out
the six hours before - Capt Cook in
of us 3 or 4 hours. - Through the day

more or less heavy; - have seen several
fish but could not get fast. - at one
time the Wednesday had down 7 Boats
for some hours but could get nothing.

Ship dodging in clear water not a
particle of ice of any description to be
seen. No fish in sight.

Thursday June 12 Beginning of
the 24 hours fine wind and clear weather,
through the day heavy at times.

Several Whales seen but most of them
missing and could not get near them.
Ship in clear water in the evening
stood towards the Sea. About 11 P.M.
fell in with stragling pieces. -

From 8 to 12 P.M. most intensely
foggy. Lat. by Obs. 71th

Sunday June 15th All the fore part
of these 24 hours very thick foggy weather.
At 8 A.M. began to clear up. saw some
Whales considerable and 2 Boats went
away. At 11 A.M. performed Vidua service
to as many as could attend.

All day fine breezes from the Westward
and clear weather. Ship dodging along
the edge of the Ice. - Also seen a great
number of Whales, and Boats have been
sent from the Ship pulling after them about
without intermission since morning
but to no purpose. This most of them
remain we have got one. From 8 to 12
P.M. sail in sight - spoke the Walker of Hance
with 10 Fish.

Monday June 14th Fine breezes &
good weather all these 24 hours. No
Boats away at different times after dark,
and some very high clear weather, but could
not succeed. Several Whales in sight.

Tuesday June 15th Beginning
of these 24 hours fine breezes and
clear weather. 2 or 3 large Whales
seen and 5 Boats away - at 3 o'clock
all came aboard, having been often very
near but could not get fast. Got up
free and went to bed at 4 A.M. About
the middle of the day, thick weather.

Breakfasted at 4 P.M. and dined at 9.
All hands employed working off-
founded about midnight. No Whales
at all seen all day, unless we have not
looked for any, having been making off
the single Fish to put away the time.
The weather rather heavy to the east

Wednesday June 16th. The first part of these 24 hours, hazy, and in Fish. to be seen. Middle part tolerable clear. At 4 A.M. saw a Whale and went away 2 Boats. - at 11 A.M. saw one and made a loss full of 4 Boats but with our usual success. never the less some Ships in sight have got one.

The Ship reaching and dragging to the Eastward amongst loose Ice. In the evening quite inland. The sun then very mild and warm.

Latitude by Observation 78° 30' N

Thursday June 17th. All the fore part of these 24 hours strong breezes and cloudy. At 9 A.M. saw a Whale and soon afterwards 2 Boats. - the Notice of Peterhead altho they had a 10 foot fish. flushing, sent away 4 Boats and got fast again. About saw 2 or 3 others called all hands and made a loss full of 4 Boats. At 2 P.M. M. Mack the Mate struck a Fish, got

Spot 10 inches her killed by 5, and afterwards at 4 P.M. Two flushing about 10. measured 10 ft 10 inches long her Tail was quite grey, and measured 20 feet 10 inches from tip to tip. her Fin about 8 feet in length, and her girth round the Shoulders might be about 30 feet. Latter part fish breezes & hazy.



Friday, June 18. Wind between East & N.W. - went to Bed and got up at Noon to dinner again. The weather dark and cold, with snow showers now and then. Wind N.W. Ship tearing up to windward amongst sailing ice, towards a Ship, apparently made fast to a Flaw; at 10 P.M. got to the Flaw which was very large and of a favourable appearance enough. Saw 4 or 5 Whales at the edge, as we got near - called all hands and made the Ship fast to the place, and at 11 sent away 7 Boats to lay along the edge.

Between 11 and 12 some large Whales seen but the a boat never near enough the spot to get fast to one. Four other Ships at the Flaw in the After. Saturday. Cruise by and by of Brunswick.

All these 24 hours strong breezes, sometimes hazy.

Latitude by Observation 78° 7' N

Saturday June 19. About the beginning of these 24 hours saw a few Fish. At 3 A.M. all the 7 Boats came aboard, hoisted up 5 and kept 2 on the watch. During the forenoon strong breezes and hazy, with snow showers at times, at 12 at all hands to make off. During the afternoon still blowing strong. The Flaw breaking up at the edge. - at 11 A.M. cast off. - no fish seen all the day.

You said since fast and several others
in sight. Blowing strong till the end
and cloudy.

Sunday June 20. Finishes making
off between 1 and 2 A.M. All the fore
part of the day strong breezes, quite
dry weather. Plying to the Eastward
among scattered streams and straight
Ice. At 8 P.M. performed some service
to those who were ailing.

Towards the end moderate breezes
and still heavy. Ship plying among
large thin pieces. Have not seen
a single whale throughout these
24 hours, altho we have passed 3 slight
flinching. Lat: by Obs. 78. 34.

Monday, June 21. About the begin-
ning of these 24 hours saw a whale
in the course of the morning two more,
but none all the rest of the day.

About noon nearly calm, and the
ship rather hazy. At 10 got Ice.
2 Whales ahead towing. The weather
breezy and clear alternately. In the
evening a brisk breeze steering us from
the Southward with very thick weather
till the end more clear. Ship reaching
to the Southward among thin pieces
and heavy Ice several Ships in sight.
Lat: by Obs. 78. 14 1/2.

Tuesday, June 22. At the begin-
ning of these 24 hours clear weather.
In the course of the morning strong
breezes and at times heavy. Steering
to the Southward quite away from
the Ice. Saw some Whales, but the
Ice so high could not lower a boat down.
In the afternoon had boats away twice
but without success. In the evening
breeze veered sometimes steering to the
Northward before the wind sometimes
plying to Windward, now reaching to
the Eastward then to the Westward, un-
resolved what to do, and doing nothing
any way. Lat: by Obs. 78. 36 1/2.

Wednesday, June 23. Wind still
Southwaly, and very thick foggy weather
all forenoon. Hazy before the Wind
till we made the Ice again. Saw one
or two Whales in course of the Morning, and
a good deal of swell. In the evening
more clear, steering to the Eastward
in clear water. Several Ships in sight.

From 9 till 12 light air almost
calm, and fine warm, clear weather, but
no Whales to be seen. Distant from the
Ice two or three miles.

Thursday, June 24. All these 24
hours nearly calm. at the beginning
and end tolerably clear, but throughout
the day intensely foggy. Nothing

seen all day, except shoals of Ice
and a great many Ussours.

Friday, June 23rd. Throughout
these 24 hours, light winds next to
calm, but fine clear weather.

In the forenoon spoke the Augusta
of Hull with 13 Fish, they had been
30 or 40 miles farther to the Eastward
over the land yesterday high and low,
but saw no Whales nor any prospect
of getting warm the Sea. They also
brought us the following very distressing
intelligence - "The Laurel of Hullistot,
the Carl Percy of Archuletot has 2 Whale crews
missing. The Neptune of Aberdeen has
lost 3 Whale crews, amongst which are
both the Master and the Mate, besides
another Ship that is said to be lost with
some people, belonging to another Ship,
and strong fears are entertained of the
safety of those Ships that have not been
seen during the season."

At 5 P.M. sent a Boat away to the
St. Andrew, 5 or 6 miles off, with the
above accounts, she belonging to the same
owners as the Neptune, and the Boat
came back

No Whales, not one seen the whole
of the day, but numbers of Ussours
seen. Ship searching to the Westward
leaves water. Good Seal in sight.

Saturday, June 24th. Beginning
these 24 hours, fine breezes and thick
foggy weather. - Through the day clear
and Wind from the N.E. - Ship cruising
and paying to the Westward at the edge
of the ice. No Fish to be seen but
Thousands of Seals - killed 3 on the Sea.
No Seal in sight. - Towards the end
calm and a thick fog. Ship apparently
in a deep bay.

Sunday, June 25th. Beginning
these 24 hours light air and thick foggy
weather. - Throughout the greater part
of the day very thick and snowy weather,
with not a breath of wind. At 10 P.M.
the Capt. went on board the St. Andrew
returned at 2 P.M. Had all hands aft to
religious worship part in the forenoon
the rest after dinner.

At 5 P.M. the St. Andrew had and
informed us that they had just heard
that the Trapsyow had some thing
respecting the Neptune and had sent
their boat aboard to know the particu-
lars. The former accounts were confir-
matory confirmed - the 2 boats from the
Carl Percy were assisting those of the
Neptune to kill a Fish, when 2 Flaws
met and forced the Ships to come out be-
hind the boats amongst the Ice. The
John of Ipswich was seen in with

a signal of distress flying, and thus
was apparently no possibility of his
ever getting out, and the snow out of
44, was seen travelling over the ice
towards the others, which, was at great
distance, they had then been away
3 days and nights without sustenance,
in all probability the rest had perished
and their soon coming for soon after they
was seen at last track, in addition
to this melancholy account, the
Royal Bounty of Seith, is said to be
lost and only one man saved: also
where the Laurel was lost another
ship was seen among the ice with
only her lower masts standing and
yards on them. The Lady of Whitley
is likewise said to have been captured
and supposed to be lost, but not to
stop here Capt Archer was aboard, in
the evening was informed that
the Carl Foulconberg of Greenly
also was lost some little time ago.

Such a complication of misfortunes
almost unprecedented in this country
is nearly beyond belief, and enough
to excite concern for other ships which
have not been seen for some time,
tho' it is to be hoped these calamities
extend no further than what we have
heard of.

By all accounts, some ships in the
country are very well fed, others very
poor like ourselves and some overboard.
At 3 P.M. the weather cleared up with
a fine breeze from the S.W. From 4 to
12 as thick as snow. The Industry
in company and when clear a great
many ships in sight. No Whales
to be seen all these 24 hours.

Monday, June 20th Throughout
these 24 hours fresh breezes and heavy
dew southerly alternately. Ship
turning to the Northward among
sailing and sometimes cross ice.

Not a fish to be seen. Several ships
in sight, some going one way and
some another.

Lat. by Obs. 72° 17' N

Tuesday, June 21st At the
beginning of these 24 hours thick with
snow. throughout the day light breezes
from the Northward, and fine clear
warms weather. from 10 to 12 P.M. foggy.

All the fore part of the day flying
to the Northward amongst heavy sea
till we could get but very little farther.
In the evening bore away before the wind,
then hauled our wind again, ply'd to
windward a little while, then squared
the yards again and away before the
wind, hesitating trifling and doing

nothing. Still have not seen a single
Whale. Different ships in sight, the
Margaret of London with 15 fish, the Hop
with 4, and Neptune 5.

Lat. by Obs. $70^{\circ} 32' N$.

Wednesday, June 30th. At three
24 hours fine weather, but light
winds. Ship plying to the N.W.
among heavy Ice, and found pieces
in company with the Margaret.
Capt Key came aboard for a few hours
in the evening. No Fish seen.

Lat. by Obs. $70^{\circ} 20' N$.

Thursday, July 1st. At three
24 hours fine beautiful weather.

About 2 A.M. saw one Fish and during
the forenoon saw several, could not
afford more than 3 Boats, and could not
get fast but the only 2 Boats in com-
pany got each two fish. All day
turning up towards a Shore - saw
a great many fish during the after-
noon, with all hands and made a
boon fall of 5 Boats. - at 6 P.M. got the
Ship made fast to a large fine looking
Shore and hove down the 6th Boat,
had a great many chances but could
never get fast till about 8 P.M. when
Dickman fired at one, got fast with
the line and with the hand also, but
the lines getting foul, both the Boats

new and lost her. The Ice setting up,
against the Shore had to cast the Ship
off. - Saw several more Whales before
8 P.M. but for fear of getting beset, ordered
the Ship out to the Land Eastward.

Five small sunshine weather to the
west. The Margaret and Ipswich of
London in sight. Lat. by Obs. $70^{\circ} 40' N$.

Friday, July 2nd. Three 24 hours
 bleak saw, cloudy weather and a little
hazy at times. During the whole
Morning, turning up towards another
Shore more to the Southward - at
10 A.M. sent away two Boats, but
they saw no Fish - in the afternoon
got up with the Ship, dogged about
for a while and at 6 P.M. made
fast to the Shore - all the end
nothing to be seen, except one or two
solitary fish, a great contrast to the
fine ground we last left. - now that the
Margaret picked up two large
fish, as soon as he got up. - 3 Boats
away. - Threw some Boats to day
on this Ice. - at 12 P.M. very little
wind and foggy. The Margaret
only in company.

Saturday, July 3rd. At the be-
ginning of these 24 hours calm and
a very thick fog. - 3 Boats away along
the Shore - at 3 A.M. a whale was seen

to the Ship: - lowered down 3 more
boats and sent one along the flaw
look for the other boats - at the same
time keeping beating the drum, using
the Bell and firing a great gun. - at 4
the boats came aboard without me
susp. A breeze springing up upon the
flaw, cast the Ship off - the weather
getting clearer. - through the bay
fresh breezes from the S. Ship plying
to windward amongst very heavy
ice - got several some blocks in
different parts. - Towards evening
blowing a strong gale - the Ship
almost unmanageable and away
way cross. - At 6 P.M. became very
thick with snow - and continued
till the wind boisterous dark storm
weather. - One Fish seen in the
forenoon - the Margaret in sight
when clear and the Ipswich striking
one fish and fast to another.

Sunday, July 4th Beginning of
these 24 hours strong gales and snowy
stormy weather. Blowing amongst my
susp Sea and got some ugly blows; in
the course of the Morning quite successful
but mostly among wet weather.

About 4 A.M. Lt. Henderson
struck a fish - had her
killed in less than an hour.



turned the Ship up to a large piece of
Ice and made fast to flinch. - Got the
Whale alongside by 4 A.M. and some flinch
ing by 11. found the length of the bone
to be 4 feet 3 inches. - cast off the Ship.

During the afternoon light breezes
and better weather. Saw a few whales
and had boats away but without suc-
cess. About 9 P.M. began to blow hard
unfortunately from the southward.
Ship plying to windward, among flaw
pieces, streams and heavy Sea, got some
blows in different parts. At 12 P.M.
fresh gales and heavy. The Margaret
in company, has got her 20th fish today.
The Ipswich also in sight.

Monday, July 5th At the beginning
of these 24 hours fresh gales and thick
weather. Ship plying and lugging too
occasionally. During the latter part
of the forenoon and after part of the
day better weather and tolerable clear.
Tending to the westward amongst
heavy ice and flaw pieces. No Whales
seen all day.

Lat: by Obs: 78. 14 N

Tuesday, July 6th During the
Morning calm - about Noon a breeze
springing up from the Southward.
At 12 P.M. light breezes and heavy
one Whale only seen throughout the

the day. The ship reaching to the Westward. - In the afternoon saw a Bear and went away in the boat into the Mate to kill it. - Mr. Bruce was in the water, but on our approach he jumped on a piece of ice we fired a Musket which frightened him a little. he scampered over the ice and took again to the water, we soon came up with him and killed him with lances. Another Boat was sent after another and got it.

The Margaret and Ipswich in sight.

Lat. by Obs. $78^{\circ} 10' N$

Wednesday, July 7th Throughout the Morning calm - Ship alongside a Mass, but no fish to be seen at it. In the afternoon fine breeze from the SW and quite clear, nevertheless we kept humbugging & doing nothing laying to (viz: T or 1, v. or 3) At 10 AM made sail first one way then another at 12 running to the Eastward.

Thursday, July 8th Beginning of these 24 hours light breezes with a little snow. - at 10 AM hoisted the ship to and doused about till noon. - In the afternoon the wind got to the Northward and a thick fog immediately ensued, and soon afterwards a dead calm continuing till the end.

Friday, July 9th About the beginning of these 24 hours a breeze sprang up from the SW. and becoming clear. At 3 AM saw a whale and sent away Mr. Pratt. - she played about the ship some hours, however six got fast through the day strong breezes and heavy weather. Ship flying to the Northward. - About 12 AM saw a fast to a Mass piece.

Saturday, July 10th Beginning of these 24 hours strong breezes and thick weather with rain at times. At 3 AM called all hands to make off. - and finished at 11 AM. The weather more moderate and clear - the ice drifting past to the SW very fast. About noon met the ship off. The weather all the rest of the day rainy and foggy and towards the latter part quite calm.

Sunday, July 11th All the first 12 of these 24 hours calm and foggy. At noon all hands came aft to flog. In the afternoon light air from the Westward and still foggy ship running to the eastward among heavy loose ice and glass pieces. A crack among the ice, indicating that we are once more at the Sea edge; apparently only sea streams without us.

About 8 P.M. bore in amongst
the ice again and continued
going to the South and Eastward
amongst these pieces and being
winded ice like the end. The
fog still continuing. - 20 Whales
seen - 20 Ships - Wind SW.

Monday, July 12th. These 24 hours
fresh breezes, and a continual fog
towards the end very strong. - Ship
plying and tarrying at random
amongst heavy ice and got several
blows.

Tuesday July 13 Beginning
of these 24 hours very wet rainy
weather, continuing so throughout
the day more or less. Ship plying
to the SW among heavy ice - at
1 P.M. found ourselves here at the
ice edge - reached out from among
the ice and mounting it to the
South and Eastward. a good deal of
sea over. At 12 P.M. within clear then
during the day.

Wednesday, July 14th. All these 24
hours fresh breezes from the Southward
and wasty sunny wet weather. At 12 P.M.
rather more clear. 3 Ships in sight.

Thursday, July 15th. All the fore
part of the day, strong breezes and
heavy weather. About 3 P.M. saw one

or two Whales but could not lower a
boat towards, the sea being so high. In
the evening blowing very hard with very
thick weather. Ship plying and tarrying
about in clear water. 2 Ships in sight
when moderately clear.

Friday, July 16th. All these 24 hours
strong breezes and thick heavy weather. Wind
SW. Ship plying to the Westward in clear
water; 2 Ships in sight occasionally.

In the evening 3 Sail bore in sight, drag-
ing under a stream of ice - came up within
them about 11 P.M. and the Capt. went
aboard the Shipmaster of London.

Saturday, July 17th. Beginning
of these 24 hours fresh breezes and
heavy. Ship plying to the Westward
of ice in company with the Ship
the Capt. Perry of the Hudson, Aimuel
Williams and John and Henrietta
of Whitley - all three respective
Capt. on Board the Shipmaster, about
1 P.M. the Molly mauling broke up
and the Ships got under way. - The
news they bring is that some Ships
are gone home full, but by far the
greater number are indifferently
filled, and that 17 Sail have been
beset to the SW since the 7th of May
3 only of which have got out among

these the Royal Party seem to have
been lost. - What is rather uncom-
mable the Hermitte got a whale a few
days ago with the Harpoon in her
mouth was struck by one of our
sponges last year on the 2^d of July
and lost by the line breaking.

Through the forenoon the weather
foggy and cloudy, and the whole of
the afternoon till the end raining
very heavy and incessantly. In
company as in the morning,
plying to the N in clear water.

Sunday, July 18th. At the begin-
ning of this 24 hours calm and a
thick fog - during the Morning a breeze
sprang up from the Westward, getting
through the day to the N or N with
clear weather than for some time
back, tho' hazy at times. In the
forenoon the Voluntas of Whitley and
Society of Breisch joined company
and in the evening all the Ships
except the Neptune and ourselves
were away for home. - At the
end fresh breezes and hazy showers, con-
tinuing to the Westward. - Some of the
sight. Had religious worship per-
formed to all hands, part in the
forenoon and the remainder in the
afternoon.

Monday, July 19th. The weather
these 24 hours very fine, sometimes
a little hazy. In company with
the Neptune, plying along the edge
of the ice to the Southward. - Capt
Robinson aboard us all afternoon.

Latitude by Observation 48.30

Tuesday, July 20th. The fore part
of these 24 hours fine weather - in the
course of the day very rainy weather
and fresh breezes from the SE. latter
part strong breezes from the Westward
and hazy. All day following after
the Neptune first one way then another
I believe without knowing why or
wherefore - but taking good care to keep
out of the Ice.

Wednesday, July 21st. During
the fore part of these 24 hours, thick
and rainy weather. In the after-
noon very hazy - but towards the
end tolerable clear with the breeze
westerly. Plying all day to the
N in company with the Neptune
about 7 P.M. passed the Commodore of the
and Westsman of London homeward
bound - 2 other ships in sight.

Thursday, July 22nd. All forenoon
fine breeze and pretty clear, standing
to the Westward, passing a Steamship
the snow and then - Good part of the

afternoon and at the end very
foggy; - in the afternoon the Capt
went aboard the Septime the
Royal Bounty of Little and the
Roseboom of Harborough came
up and their respective Capt. came
on board the Septime - about 7 P.M.
went on board the Septime myself
and was much entertained by the
Dutch Captain - came aboard at
12 - the fog very thick - the Ships
laying to - but have lost sight of
the Roseboom.

Lat: by Observation 46° 23'

Friday, July 23rd The beginning
of these 24 hours foggy weather, about
3 A.M. cleared up, and remained quite
clear, more so than for a month
back till this afternoon, nevertheless
kept doing nothing all the morning,
standing towards the ice and at the
first stream tacking and stand by
again. The Cap^t of the Royal Bounty
is desirous of going amongst the
ice, the Dominique is willing to keep
company wherever we go, the Septime
who has had the lead all along wishes
to avoid going into the ice, and we
will just do as the others do, thus
we put away the time. At 11 A.M.
the 3 Cap^ts went on board the Bounty

and notwithstanding the weather so
clear and fine, the Ships remained
laying to; in the evening it fell thick
again. Cap^t P. & W. 10 P.M. got
L in by 1. W. 10 P.M. got 1. 1st
At 12 P.M. fresh breeze and snow
clear. - The 4 Ships standing to the
Westward. Wind S.W.

Lat: by Observation 46° 10'

Saturday, July 24th The beginning
of these 24 hours tolerable clear but
about 4 P.M. fell extremely thick again
and to lose all the Ships, but fell in a
minute with the Septime. - Throughout
the day fresh gales and very thick. -
towards the end more moderate
and a little clearer. - Saw the Roseboom
to leeward at 9 P.M. but have lost sight
of her again. At 12 P.M. laying to at
a stream while the Septime gets
in some fresh water. - Some large
Aaroe backs seen today, but no
Whales for many days.

Sunday, July 25th The beginning
of these 24 hours very foggy. About 3
A.M. began to clear away a little; saw
the Royal Bounty to Windward, she
came down towards us and a boat came
aboard to see what was intended to
be done. The Harborough Ship
had bore away for home. - At

The Morning standing to the Southward
at noon the 2 other Capt. went aboard
the Suptone to hold another consul-
station and apparently the three long
beaded, national firm, passing my mate
soon resolved to go home. for the ship
afterwards continued plying to the
Southward. - The weather
through the day very fine and
clear but towards evening extreme-
ly thick and foggy.

Lat. in by Observation 45. 46 38

Monday. All these 24 hours fresh
breezes and heavy. - Plying along the
edge of the ice to the SE. in company
as before. - About 12 to 4. saw a thin
back of an enormous size. Wind SE.

Tuesday July 27th. All these
24 hours light breeze, nearly calm,
and foggy weather. - In company as
before. - Wind WSW to SW. -

Wednesday, July 28th. These 24
hours light breeze and heavy with
short intervals of clear. Plying
to the Southward. - had to tack 2 or 3
times for ice. In the afternoon
Capt. Robertson & Kelly came aboard
in whale. - In company as before
Wind variable from SE to SW.

Thursday, July 29th. All these
24 hours fine breezes and extreme

ly foggy. Wind variable from SE to
SE by E. - Plying to the Southward un-
der way. Tacked for ice in the afternoon
saw one very large piece of ice in the
track - a kind of small Ice Berg. -

In company as before. - Supposed
to be to the Southward as far as 46. 30 38

Friday, July 30th. All these 24
hours moderate breeze and very foggy
with heavy showers of rain at times.
Plying to the SE. in company with
the Suptone and Royal Anniversary
Sloop. No ice seen all day. -

Saturday, July 31st. All these
24 hours light breeze and as thick
a fog as it is possible to be, with-
out one clear interval. - In the
Morning standing to the Westward.
fell in with ice at 8 A.M. and tacked
to the SE. at 8 P.M. tacked again to
the SE. The 3 Sloops keeping
close together. Wind about E.

Sunday, Aug. 1st. The begin-
ning of these 24 hours very foggy
in the course of the morning cleared
up a little and remained pretty
clear for some time. At 10 A.M.
began dipping down in the cabin.
At noon Capt. Robertson & Kelly
came to dinner & went away again

From 4 P.M. till 8. Light breeze
and very foggy with a heavy
swell. afterwards fine breeze in,
quite clear to the end. Steering to
the N. - Winds variable, from
SE to SW. Latitude in by ob-
servation 31. 00 and Longitude
S. 86 E. - In company as before.

Monday Aug 2nd. The fore
part of these 24 hours very thick
foggy weather. through the day
tolerable clear with a little wet
and haze in the evening, but
afterwards clear to the end.

All day fresh breeze from S. SE
and S. with a very heavy head sea,
consequently making but little
progress towards the end. In company
as before.

Tuesday, Aug 3rd. The fore
part of these 24 hours light breeze
from the Southward and thick weather.
In the afternoon light air
and clear, fine warm weather. -

From 8 P.M. till the end, quite
calm. - In company as before.

Wednesday, Aug 4th. The begin-
ning of these 24 hours calm.
In the course of the morning a
fine breeze sprang up from the SE,

which continued throughout the
whole day, with very fine weather.
Ship running 4 knots an hour, -
In company as before.

In the afternoon saw a vast
number of Sword Fish both young
and old.

Latitude by Observation 31. 39 S.

Thursday, Aug 5th. All these
24 hours fine weather, and light
breeze from the Eastward. Ship
running with standing sails set
4 and 3 knots an hour.

Last night the Sun set for a
little while - since yesterday at
Noon we have run nearly 130 miles
to the Southward - tonight we
have a little twilight but no
darkness. - In company as before.

At 12 P.M. steering SW with the
wind right aft. -

At Friday, Aug 6th. All these
24 hours moderate breeze and
fine weather. - The wind still
continuing fair. - The sun today
about 100 miles. - Tonight a little
grey twilight approaching to darkness
which concludes a day of 2,640 hours
length. - Continue in company
as before.

Saturday Aug 7th. All these 24 hours fair weather and a favorable wind. - continuing all day from the South Westward.

Have run today 116 miles. - In the course of the day have crossed the Arctic circle and again entered the Temperate zone.

Sunday Aug 8th. In the forenoon all hands attended divine service in the Cabin - had a very good sermon from Heb. Ch. 12.

All day very warm, and light winds. - From 8 AM till 12 calm. Have run today about 50 miles. Being cloudy have had no correct observations these some days, but reckon to be in 64° 31' N.

Monday Aug 9th. All the fore part of these 24 hours light air and calm alternately. - the wind very variable and unsettled. - Toward evening fresh breezes from the South Westward.

The weather cloudy and very warm. At Noon in Lat. by Obs. 64° 30' N.

Tuesday Aug 10th. All the fore part of these 24 hours a nasty foul wind. At 10 AM it began to blow strong with a heavy sea and showers of rain. - At 4 P.M. some moderate

and fair weather. The wind getting more to the Westward. - Still the wind fresh breezes - the ship lay ing nearly her course.

The Moon and Stars visible last night and tonight for the first these few months. - Day and night now quite regular - Sunset at 8 P.M.

Wednesday Aug 11th. From 24 hours stiff gales from the South Westward and squalls of rain with a deal of sea. At 7 P.M. was ship to the Westward, being afraid of getting too near the coast of Kamoy - bore the ship to and sounded with 60 fathoms but found no bottom.

Still the wind blowing hard with a very heavy head sea.

Lat: by Obs. 63° 20' N

Thursday Aug 12th. All the fore part of these 24 hours the foul wind and weather continuing - blowing hard - a heavy sea and showers of rain. At 3 P.M. a heavy squall of rain put an end to the gale. - The weather cleared up - the wind got more to the Westward - Was the ship.

The rest of the evening fine with a few and moderate breezes, promising to get fair. - Lat. by Obs. 63° 19' N. Have made 9 miles sailing since yesterday. - In company as before.

Friday, Aug 13th These 24 hours favourable breezes and fine weather, but a heavy sea continuing, steering the Ship generally. -

Lat: by Obs 62° 33' N.

Saturday, Aug 14th All these 24 hours a foul wind and misty weather. From 10 A.M. till the end blowing a strong gale with a heavy sea and very squally.

At 2 P.M. sounded, but no bottom at 6 P.M. wore Ship's head to the Westward. - In company as before.

Lat: by Obs. 61° 16' N. -

Sunday, Aug 15th The fore part of these 24 hours more moderate weather, but through the day not bad as usual - fresh gales - very squally and a heavy sea. - Wind about W. -

Expected to today to have seen Scotland, had the wind been at all favourable, and the weather clear. -

At 11 A.M. tried for soundings and found bottom with 115 fathoms. - Wore Ship's head to the S and Westward. -

Performed divine service to all hands. -

The latter part of these 24 hours till the end stiff squalls of wind and heavy showers of rain. -

The Ships still keeping their way,

taying from SW to WSW wind so on.

In company as before. - At Noon observed in 61° 16' N latitude - Long. made uncertain. - by our reckoning we are now cruising on the coast of Norway - 9 miles from the Sea. -

The north end of Scotland lies in 68° 45' N latitude - and nearly on the Meridian of London. - The south end or Lumburg Head in Latitude 59° 52' N and Longitude 1° 25' W. -

This forenoon saw a Southern cross and at 11 P.M. a Aurora Borealis, two phenomena I never before noticed.

Monday, Aug 16th At the beginning of these 24 hours the weather getting quite moderate, and the sea down.

The Wind at WSW and SW. Tacked Ship and set more sail. - In the course of the Morning began to blow again, but the wind more favourable - keeping from the Northward. - In the afternoon and continuing to the eve. 2^d. weather with tempestuous squalls and a heavy sea, also cloudy hazy, and showers of rain at times.

At 7 o'clock spoke the Neptune, but could not hear what was said, except that they had sounded in 65° 00' N latitude. - A strange sail in sight before dark. -

All day running to the SW but
no land yet seen. - At Noon
by Observation in Lat. $61^{\circ} 1' N$ and
at Midnight by reckoning, in
 $60^{\circ} 18' N$ and Long $2^{\circ} 55' E$.

Tuesday, Aug⁹th. All the
fore part of the day and till coming
five leagues from the SW, and good
weather. - The Ship all day making
a SW course of it, but have made no
land. - At Noon, by Observation
in Lat. $59^{\circ} 33' N$. - Fair Isle the
Southernmost of the Shetland Isles
and distant from the Main, lying
in $59^{\circ} 24' N$ - and Longitude $1^{\circ} 45' W$

At 8 P.M. by my reckoning 20 miles
to the Southward of Fair Isle, are in
Longitude $1^{\circ} 21' E$. and to the Southward
of Lerwick about 1 Degree.

At 8 P.M. tacked ship to the NE.
From 7 till 12 P.M. blowing hard
with very severe squalls at times.

Fortune seems determined to be
and thwart us in every possible way
this year. The wind is fair for Eng-
land but having to land men at
Aithwaide, we must be at least in
sight of the Island, and if the wind
continues we may beat here goodly
enough. -

The Captain in company.

The Royal Bounty having been away
for home.

In the forenoon saw an immense
quantity of Whales of the Hareback
species, to the number of 200 nearly.
Some of them as large as ever in
Greenland.

Wednesday, Aug¹⁰th. All the
fore part of these 24 hours strong gales
and squally with a heavy head sea.
During the afternoon, and to the
end tolerable moderate, with puff
of wind. - The weather cloudy and
occasional flying showers but upon
the whole very good. - The wind
continuing from the North and
Westward. - Ship all day reaching
to the Northward, lying from
NNE to N by W.

At noon in Lat. $59^{\circ} 48' N$.
4 miles South of Sumburgh Head,
and at Midnight in $60^{\circ} 25' N$.
the latitude of the Island, Whalley
and 15 miles North of Lerwick. The
Longitude nearly the same as
yesterday, consequently at equal
a distance from the Island.

The Captain in company
Thursday, Aug¹¹th. An exceed-
ing heavy Shower of rain ushered
in these 24 hours. - followed by a

Gal of wine from the 5th which con-
tinued throughout the whole of the
day without intermission and accom-
panied with a sea mountain high.
- the weather cloudy, hazy, and
showery. -

Will continue beating to wind-
ward - but without making much
progress. - In the afternoon split
the Southsail.

The Captain in company sight
but has parted company.

This Morning at 8 A.M. in Lat:
59° 23' N - at Noon in 60° 15' N - at
10 P.M. in 59° 55' N and in supposed
Longitude 1. 1 E -

Stormy weather to the end. Ship
lying about W. - In hopes of making
Fair Isle in the Morning.

Friday, Aug. 10th. At 4 A.M. the
weather getting a little more serene
and the wind a little more fa-
vourable. At 5 saw the land, being
NW by W distant about 30 Miles. -
supposed it to be Seaburgh Head, but
on getting nearer found it to be Fair
Isle. Seaburgh and Fitzgibbon's
just dipping. Through the day
tossing up to Fair Isle in order to
land the men there. At 6 P.M. the

island still about 30 Miles distant
and the sea being high, so that the
boat could not land. The Captⁿ judging
it impossible to get near enough to-
day night. Thought it better to bear
away to the Northward again and
land them at Seaburgh Head and
I believe with an intention of paying
Gravesend a visit.

At 10 P.M. abreast of Seaburgh
by 12 at Stone Island - a fine breeze
having continued to the end.

Saturday, Aug. 21st. - At the begin-
ning of these 24 hours fair favourable
breeze for Lewis Harbour but soon
getting round, had to turn to it and
did not get brought up till past 3 A.M.

All the Scotchmen and their number
went ashore at 2 in the Morning.

The Captain in the Harbour, and
the Surgeon of Hull with 2 fish and
of the Ship that had been lost - he
with 8 more got out on the 30th July.
3 that were left were expected to get
out next day, but none have arriv-
ed here yet. - The amounts of the
Strait's Ships are as favourable as
could be. There are 20 sail
clear and the most that any boat
is 3 or 4 Fish. - 2 Ships also have been
lost.

At 7 AM went ashore - just came
at Mr. Hay's and Mr. Ziegler's and returned
on board, in order to read a letter I had
on my looking at it to my Dear and
it sealed with black, and to my great
surprise found to contain the melancholy
news of the untimely end of my
much beloved brother Thos. who was
accidentally drowned in the Har-
bour the night of the

At 11 AM the Capt came off and
Mr. Hay and young Mr. Ziegler
going as passengers - at 2 PM got
under way and sailed out of the
Harbour, in company with the
Neptune - Wind at N.

At 6 AM past Sumbury Head, at
the mouth of Bristol. Dist from it
4 or 5 leagues. - Saw a strange sail
on the barbour beam - apparently a
Sloop of War - dodging under his topsails
and Mainmast hauled up - by 4 he
appeared to bear ~~up~~ towards us,
soon gave us chase - the Neptune
just astern of us - He fired several
Guns - while we kept bearing to our
starboard with all the sail we could
set alternately. - People employed
getting all ready for action, should

he be an enemy. - By half after 10
o'clock - the Sloop getting pretty dark,
and he either tired pursuing us, or
then intending to keep at a distance
till day light, we lost sight of him.
The Neptune keeping in company
- a fine breeze continuing from the
Northward, - the Ship running to
and fro knots an hour.

At 12. Mr. Pitts has got a letter from
Capt Bathurst of the S. Alexandria
to Mr. Hay Esq. Vice Admiral of the
Blue. Command-in-Chief in Scilly
to be sent ashore as near Scilly as possible
as it is important, and in case of cap-
ture we are requested to destroy it.

Sunday, Aug 22nd - A day back
this morning nothing to be seen of
the King, but there is little doubt of
his having been an enemy. I be-
lieve he had expected to bring us to
by his firing, and to surrender without
making any resistance, but seeing
the two Ships keep so close together he
had not dared to come too near us.

In the afternoon I performed Divine
service to as many as could attend.

All these 24 hours the wind as fair
as it can blow - the Ship running 7
and 8 knots an hour. - have run for
by during the 24 hours about 100 Miles

At Noon saw the Scotch land, within
Hinnards Head, Peterhead & Buchan.
Leaving for Comraff W. distance 40 or 50 leagues.
The weather in the morning sunny
through the day fair, and towards the
end showery and squally.

Monday, Aug 23. At 6 A.M.
saw the land of Northern Orkney
but being rather hazy could not be
seen what part - At 8 past Cognac
Island and opposite Newbiggen.

All forenoon fair weather &
pleasant sailing - along the coast
the appearance of the country was
particularly fine - saw every town
as we went along - Blyth - Seaton
Delavel, Hartley Ness, Hartley, Ainslie
Whitby, Monk Seaton - Cullercoats.
Gymermouth Shields - kept close in
to Shields bar and would have gone
ashore but could not, there being
a very heavy sea.

The after part of the day quite
hazy and could see the shore but
indistinctly - at noon abreast of
Hartlepool - at 3 P.M. off Whitby at 4
was Robin Hood and Scarborough.

At 8 P.M. abreast of Hamble Head
the wind continuing fair all day, the
Ship running 7 knots or better.

Tuesday, Aug 24. These 24 hours
light breezes and fine warm weather.
The wind still continuing fair.

At 11 A.M. opposite Cromer in Norfolk
at Noon opposite Hasborough. in the
afternoon went out behind Gasemouth
Roads - an immense number of
Ships lying in the Roads - at 8 P.M.
off Lowestoffe - from 10 to the end of
Southwold and before 11 the
daylight - have got a pilot on board.

Wednesday, Aug 25. At 6
these 24 hours light breezes and
fine warm weather - At 9 A.M.
left Oxfordness - at 11 P.M. at the
Dore - during the evening sailing up
the river with very light airs at
9 P.M. brought up just a little
below the Hope. The wind all
day quite fair towards the end
calm.

Thursday, Aug 26. At 8 A.M.
got under way - at 9 passed Greenwich
a Man of wars boat came aboard &
imprisoned one Man - at 10 passed
Greenwich at 1 passed Woolwich -
at 2 past Greenwich and brought
up at the Red House Deptford - At 5
P.M. left the ship and walked up to
my lodgings in College Street - after
wards called on Mr. Henderson.

Tuesday, Aug 27th At 9 A.M. went out towards Deptford to the ship expecting to be mustered, but had to wait till evening before the officers arrived. and therefore did not get home till late.

Saturday, Aug 28th Went over to the Berwick Wharf early this morning and was informed that the London and Berwick Packet is to sail tomorrow at 4 in the morning. - In the forenoon went to Westminster - called at Mr. Nelson's and was informed of his death, and that Mr. Nelson was in town and also going in the Sunnib. tomorrow. called and saw Mr. M. and then went to Mount St. to see the Gambling family. Got home by 3 P.M. packed up my things and had them conveyed on Board the Packet. At 6 P.M. went down to Deptford - see my money and got on Board the London and Berwick Packet by 11 P.M. completely tired.

The Height of 15 Ice Bergs on

Feet	Feet	Feet
1991	2400	711
2400	1449	492
321	1101	065
250	325	1650
327	1869	1041

Shetland Isles

- Shetland or the Mainland, 60 Miles in length
 Fair Isle
 Mousa or Mousa
 Braesay or Bressay
 Hofs
 * Bresten
 * Greenholm
 * Scotland
 * Linga
 * Leming
 * Whalsay
 * Subster
 * Castling
 * Grief. Sherry
 * Rumbie
 Yell
 in and about Yell Sound
 * Lunc. Holm
 * Water Holm
 * Forand
 * Linga
 * Fishline
 * Anara
 * Sampson
 * Biga
 * Unara
 * Berther
 * Lamba
 * Stora Holm

Sherry Islands viz

- Houday
- Braru
- Gumie
- Muckle Sherry
- Sethlar or Theodoras Isle
- Harrossar
- x Luga
- x Gumie
- x Half Gumie
- x Wya
- x Uyea
- x Luga
- Uust
- Balta
- x Shaw

On the West Coast

- x Little Wya
- x Sarka
- x Dorcholun
- Egalsha
- Muckle Rose
- Luga
- Papa Little
- Vernantree Island
- Papa Stour
- Calay Island
- x Havery
- Heldaroo
- Luga
- Papa

Chanes

- Oyud
- x Fou Holun
- x Green Island
- x Sherry Island
- Burra
- House Island or West Burra
- Yonsa or Secondary
- Great Havery
- Little Havery
- A Kivian's Isle outgo St. Kancie's
- x Golsay
- Cross Island

The Islands marked thus (x) are small islands, several of them not inhabited except by cattle.

The Faroe Islands

Stromae	Kalsae
Sundae	Soinae
Vaagae	Bordae
Fuloe	Nolsae
Widrae	Schae
Osterae	Hestae
Kongae	

Okinaw Islands

- Stonsa
- x Nutland Shonies
- x Swonco
- Swithe
- Hota
- Call
- Tara
- x Nisa
- x Gava
- x Naval of Butta
- Gimusa
- o Hog Island
- o Panna on Mainland
- o South Ronaldsha
- Bura
- x Copinsha
- x Cornholen
- x Glimsholen
- x Loman
- x Anshurey
- o Stronsa
- x Papa Stronsa
- x Lingham
- o Pinda
- North Ronaldsha
- x Holens of Ire
- o Eda
- x Greyhead call
- o Shapinsha
- x Greensholen

- Gause
- Wae
- Egilsha
- o House
- x Buhallow
- x Brough of Wisa
- o Westra
- x Holen
- x Tana
- Papa Westra
- x Holen

Those marked thus (x) are small
and those (o) large Islands



The Mountain Benbulbin in the
Island of San Magee which can be
seen at 30 leagues distance.

A Voyage from London to Bra-
wich in the North and Norwich Packet
Sunday, Aug 29th. At 11 A.M. got
under way and dropped and turned
down the river - the wind very shy -
- got aground a little below Woodwich
and lay till next tide before we could
get off again - At 4 P.M. got under
way and turned down the river, at
8 P.M. brought up in the Hope.

About 14 passengers in the Cabin.

Monday, Aug 30 The wind all day
very foul and heavy, more but very
little progress. Left the London Packet first.

Tuesday Aug 31. At 9 A.M. came
to anchor in Colly Bay - During the fore-
noon the tender #4 sent a boat aboard
of us and impregned 3 or 4 men.

At 2 P.M. got under way and contin-
ued plying along the coast till the
end.

Wednesday Sept 1st. Today
the wind favourable and the weather
fine and warm. At 6 A.M. got through
Yarmouth Roads by noon past Cromer.

In the afternoon the wind less fa-
vourable - a very large fleet of ships
in company bound to the Northward.

Thursday, Sept 2nd. The wind very
foul and thick, rainy disagreeable

weather. At 8 P.M. turned into
Redbington Bay and brought up
In the afternoon fair weather and
calm. At 8 P.M. a breeze sprung up
and all the ships in the Bay, about
100 and upwards got under way.

Friday Sept 3 The wind continuing
fair. At 8 A.M. off Sunderland - At 11
off Newbigging - at 1 P.M. off Bumbrough
by 2 past Holy Island and Fern Islands.

At 4 P.M. at the Mouth of the Tyne -
came ashore in the Pilot boat with
the rest of the passengers.

Journey from Newcastle towards
Newcastle weather bleak

Wednesday Sept 22nd. Set out from
Newcastle at 9 P.M. called at Mr. Henderson
and got to Newcastle by 12. - There being
no ship to sail for Leith, and the boat
quite full, was obliged to walk and get
to the ships and between 7 and 8 P.M. every
side waited there till the arrival of
of the Mail Coach, about Midnight
in which I embarked for Edinburgh.

Thursday Sept 23rd Arrived in Edin-
at 6 o'clock this morning after a sleep
of 12 night - Walked about the Town all
day and made a few calls amongst
which on King's sq. King's Hall & King's Garden
- took up my quarters for the night at
Mr. Nicholson's.

Friday, Sept 24th. Mr. M. set off for
Edin^g for Kinnaird in the Stage coach,
got to Kinnaird about 9, - crossed the
Ferry and got into the coach on
the opposite side. - Mr. M. got out of the
coach at Lochin and walked to Ellich
- met my sister about half way.
- Found the 2 Mr. Youngs from home.
- business spent the rest of the day very
pleasantly with a few agreeable ladies.

Saturday, Sept 25th. Today took a
long ride with my sister. Set out
about 10 AM and visited two very
beautiful waterfalls the Brandon Lym
and Devils Mill, and near to these
a bridge over a very deep chasm, the
noise of the water heard from here
has procured it the name of the
humbling bridge, the scenery about
these is very beautiful. - After viewing
these we rode round by Kinnaird castle
at Kinnaird and got back to Ellich
by 5 PM.

Sunday, Sept 26th. This being a
divine service to day at Ellich my sister
and I took a walk to the top of Drumlow
the highest of the Ellich hills. - The
atmosphere was much clouded, but by
waiting a while, we had a very good
extensive view of the country a long
way round. Amongst the places to
be seen are Edinburgh, Falkirk, &c.

Stirling castle. - Mr. M. began to
descend the Hill and got home by 6.
in the evening Mr. Young and his brother
came home.

Monday, Sept 27th. All day out with
Mr. Young Young a shooting. - In the
evening at being their Harvest Home
I went with the young ladies to the
pavilion and took a dance.

Tuesday, Sept 28th. Left Ellich this
morning at 7 o'clock on my way home,
my sister accompanied me to Breath
where we breakfasted with Mr. Tough.
and at 11 I parted with my sister and
set out on my journey. - Rode
from Breath to Bunsent Island where I
arrived about 1 PM. At 1/2 before 2
embarked on board the Wellington
passage boat on my voyage across the
Firth of Forth. - at 1/2 past 3 landed at
Leith. - Walked up to Edin^g called
at Shiphall's and at 5 left Edin^g on
my way homewards, on foot. under
Haddington between 9 and 10 AM when
I staid all night.

Wednesday, Sept 29th. Mr. M. left Kin-
naird on foot, the coach being quite full
and being unable to get any other con-
veyance. I walked all the way to
Dunrobin, nearly 50 miles and arrived
there at 10 o'clock at night.

A Voyage from Berwick
to London in the Speed Packet

Sunday, Oct 17 At 4 past in the
Morn'g got under way with a
fresh Northerly wind. The sea
was high. - The wind all day
continued fair with good weather.
At night raining and blowing
strong with a heavy sea.

Monday, Oct. 18 This morning
the weather a little milder.

Through the day fine fresh
breezes from the S.W.

In the evening little wind; at
4 P.M. came out of Hasborough
hat, and went out aback of
Gronowth Sands. - At 10 P.M.
off Lowestoffe.

Tuesday, Oct 19. Today the
weather extremely fine and still
continuing a fair wind.

At 8 P.M. off Harwich -

In the afternoon and evening
very light airs and frequently
calm. At 10 P.M. came to anchor
near the Tower. - Quite calm.

Wednesday Oct 20. Got under
way about 4 A.M. and sailed

up the river with a fine breeze.
At 8 A.M. passed Gravesend and
at 11 brought up at the South
Berwick Wharf.

Journal of a voyage from
Greenland towards London
July 30th 1813

At 4 P.M. made my departure
from an Ice Berg in supposed
Latitude $74^{\circ} 20' N$ and supposed
Longitude $6^{\circ} E$.

C.S. $20^{\circ} E$. - Dist 59 miles - Dif.
Lat. 53 miles - Depart. $20^{\circ} E$. - Lat.
in $73^{\circ} 35' N$. - Head dist $20^{\circ} E$. Dif.
Long $59^{\circ} E$ - Longitude in $6^{\circ} 59' E$.

July 31st

C.S. $04^{\circ} W$. - Dist 41 miles - Dif. Lat.
 53 . - Dif. $41^{\circ} W$. - Lat. in $73^{\circ} 36' N$
Dif. Long $2^{\circ} 12' W$. - Long. in $4^{\circ} 17' E$.

August 1st

C.S. $10^{\circ} E$ - Dist 53 miles - Dif.
Lat. $52^{\circ} S$ - Dif. $4^{\circ} E$. - Lat. in
 $12^{\circ} 38' N$ - Dif. Long. $31^{\circ} E$. -
Longitude in $4^{\circ} 48' E$.

Aug^{2nd}

C.S. 58° W - Dist 52 miles - Def. Lat.
36° S - Def. 41° W - Lat. in 72° 4' N
Def. Long 2° 16' W - Long. in 2° 32' E.

Aug^{3rd}

C.S. 3° W - Dist 20 miles - Def. Lat. 28° S
Def. 1° W - Def. Long 4° W - Lat. in
71° 39' N - Long. in 2° 20' E.

Aug^{4th}

C.S. 5° W - Dist. 33 miles - Def. Lat.
33° S - Def. 2° W - Lat. in 71° 3' N
Def. Long. 4° W - Longitude in 2° 26' E.

Lat. in by observation 71° 39' N
from which I take a fresh departure
and from supposed longitude 2° 26' E.

Aug^{5th}

C.S. 1° W - Dist 91 miles - Def. Lat. 91° S
Def. 1° W - Lat. in 70° 0' N - Def. Long
5° W - Long. in 2° 21' E.

Aug^{6th}

C.S. 5° E - Dist 114 miles - Def. Lat.
1° 53' S - Def. 9° E - Lat. in 68° 15' N
Merid. dist 14 W - Def. Long 37° E.
Long. in 2° 50' E.

Aug^{7th}

C.S. 5° E - Dist 105 miles - Def. Lat. 1° 44' S
Def. 16° E - Lat. in 66° 31' N - Def. Long
23° E - Long. in 3° 11' E.

Aug^{8th}

C.S. 5° W - Dist 74 miles - Def. Lat. 111° S
Lat. in 65° 17' N - Def. Long 9° W -
Long. in 3° 2' E.

Aug^{9th}

C.S. 10° W - Dist 27 miles - Def. Lat. 121° S
Def. 2° W - Lat. in 64° 12' N - Def. Long 14° W
Longitude 2° 30' E.

Aug^{10th}

C.S. 3° W - Dist 47 miles - Def. Lat. 147° S
Def. 2° W - Lat. in by D.R. 64° 30' N -
Lat. by Obs. 64° 30' N - Def. Long. 5° W
Long. in 2° 37' E.

Aug^{11th}

C.S. 10° W - Dist 27 miles - Def. Lat. 26° S
Def. 0° W - Lat. in 64° 4' N - Def. Long 14° W
Long. in 2° 30' E.

Aug^{11th}

C.S. 39° E - Dist 70 miles - Def. Lat. 54° S
Def. 46° E - Lat. in by Obs. 63° 20' N
Lat. by D.R. 63° 10' N - Def. Long 1° 39' E
- 1° 21' E - Long. in 4° 17' - 3° 59' E.

Aug^{12th}

C.S. 70° W - Dist 25 miles - Def. Lat.
0° N - Def. 24° W - Lat. in 63° 28' N
Lat. in by Obs. 63° 29' N - Def. Long 56° W
Long. in 3° 3' E.

Aug^{13th}

C.S. 23° E - Dist 45 miles - Def. Lat. 111° S
Def. 17° E - Lat. in D.R. 62° 40' N - by Obs. 62° 39' N
Def. Long 20° E - Long. in 3° 31' E.

Aug^r 14th

C. S. 19° E. - Dist 77 miles - Dif. Lat. 1. 33 N
Dep. 26° E. - Lat. in D. R. 61. 46' 38"
Lat. by Observation 61. 46' 38". Dif. Long.
54 E. - Long. in 4. 25 E.

Aug^r 15th

C. S. 43° E. - Dist 48 miles - Dif. Lat. 35. 1
Dep. 33° E. - Lat. in D. R. 61. 13' 18"
Lat. by Obs 61. 10' 18". Dif. Long. 144 W
Long. in 5. 4 E.

Aug^r 16th

C. S. 65° W. - Dist 36 miles - Dif. Lat.
15. 1 - Dep. 32° W. - Lat. in D. R. 60. 55' 38"
Lat. by Obs 61. 1' 38". Dif. Long. 1. 3' 10"
Longitude in 4. 6 E.

Aug^r 17th

C. S. 35° W. - Dist 97 miles - Dif. Lat.
1. 28' 38" - Dep. 56° W. - Lat. in D. R. 59. 44' 38"
Lat. by Obs 59. 33' 38". Dif. Long. 2. 4' W
Long. in 2. 2 E.

Aug^r 18th

C. S. 10° W. - Dist 17 miles - Dif. Lat.
10. N - Dep. 5° W. - Lat. in D. R. 59. 44' 38"
Lat. in by Observation 59. 40' N
Dif. Long. 9' W - Long. in 1. 53 E.

Aug^r 19th

C. S. 25° W. - Dist. 30 miles - Dif. Lat.
20' N - Dep. 12° W. - Lat. in D. R. 60. 16' 38"
Dif. Long. 23' W. - Long. in 1. 30 E

Aug^r 20th

C. S. 55° W. - Dist 91 miles - Dif. Lat.
54' S. - Dep. 72° W. - Lat. in 59. 21' N.
Dif. Long. 2. 22' W. Long. in 1. 52' W.

Aug^r 21st

At 4 P.M. bore away from off this
Isle towards Drapac Sound. - at
5 A.M. brought up in the Sound and
remained in the Harbour till the end.

A Voyage from Shetland
towards London

Aug^r 22nd

At 2 P.M. got under way - at 6 P.M.
Fair Isle bore 81 by 10. - dist 4 or 5
leagues, from which I take my
departure.

C. S. 4° E. - Dist 129 miles - Dif.
Lat. 2. 9' S. - Dep. 8° E. - Lat. D. R. 59. 70"
Lat. in by Obs. 59. 71' 38". Dif. Long.
15 E. - Long. in. 1. 30 W.

Aug^r 23rd

These 26 hours, run 170 miles
At noon Hartlepool Church bore per
Compass S.W. - dist. 4 leagues

Augth 24th

At 2 o'clk opposite Hasbrough

Augth 25th

At noon in Swan

Augth 26th

At 2 1/2 o'clk moored at the
Reckhouse Lighters.

List of Ships in the Greenland
& Davis' Straights Whale Fisheries
in 1813

As the ships marked (*) thus were
at Davis's Straights

Mull

Ship	Whale	Ship	Whale
Aurora - bust	3	* Equator	1
* Andrew Marvel	3	* Courthouse	17
* Alfred	1	Experiment	
* Albion	2	Finnish Ship	3
Augusta	10	Gardiner's Scuppernon	
* Brother	6	Gilder	10
* Brunswick	1	* Harmony	6
* Cato	1	* Inguia	1
Clapham	12	* John	1
Quince	15	* King	6
Eagle - bust		* Laurel	0
Egypton	0	* Lee	3
Elizabeth	2	* Leviathan	6
* Ellison	1	* Lord Wellington	6
		* Lord Brewster	

Ship	Whale	Ship	Whale
London		Experiment	8
Manchester	6	Elizabeth	6
Manchester	5	* Hope	12
* Mary Elizabeth	9	* Juniper	4
* Mary Francis	7	* Indusley	3
* Margaret	7	* Ipswich	16
* South Briton	1	* Margaret	20
* Ocean	1	* Majestic	6
* Passiveness	3	* Neptune	6
* Prince of Brazil	5	* Ocean	6
* Rascal	11	* Progress	3
* Richard		* Protector	1
* Royal George	4		
* Royalist	6	Whitby	
* Resolution	1	* Minerva	8
* Samuels	1	* Oak	15
* Sarah & Elizabeth	7	* James	15
* Sisters		* Henrietta	11
* Symmetry	3	* Lively	4
* Thomas	6	* Resolution	9
* Thornton	6	* Volunteer	8
* Three Brothers	6	* William & Ann	4
* Trafalgar	4	* Newcastle	14
* Tom Love	6	* Providence	14
* Venerable	21	* Cove	3
* Walker	15	* British Queen	6
* William	6	* Leviathan	6
* Zephyr	6	* Lady Jane	13
		* Lynn	
London		Experiment	5
Aurora	2	* Fountain	3
Britannia	12	* Liverpool	
* Catharine	2	* James - taken	15
* Dauntless	7	* Lion	4
* Des. die (bust)	6		
* Everett	10		

Greenock	Whales	Petebona	Whales
Schoon	28	Active	10
Grimby		Castorprize	15
x Binnie Lord		Hope	8
x East Salisbury	Whales	Perserverance	16
Dunder		Union	11
x Day	Whales	Revolutions	12
Three Brothers			
Mary Ann		Montrose	
x Service	2	Clive Swan	Whales
x Calypso	3	Monarch	14
x Estridge	Whales	Bruff	
x Friendship	2	Triade	7
x Horn	2		
Leith		Kirkwall	
Dexterity	7	Helen	4
Larkent	8		
Royal Bounty	2	Leith	
x Rattle	3	Helen Castle	Whales
x Raith	1	Carl Percy	
x Success	Whales	Juno	
x Thomas & Ann	Whales		
x William & Ann	Whales		
Aberdeen		Also in the	
Hercules	8	Country 3 foreign	
Jane	3	Ships the Rowland	
Ladona lost		and a brig from New	
Septime	7	Burgh and a Brig	
Middleton	6	from Altona.	
Bechar lost		Aberdeen	
Letitia	5	x Middleton	6
Princess of Wales	3	x Elizabeth	1
St Andrews	7	x Bonaccord	2
Diamond	2		
Elbe	Whales		

Though this proved the worst season known at Greenland and the Straights for some years, it appears that upwards of 500 Whales were carried home to Great Britain.

The Latona and Oscar of Aberdeen, Laurel of Hull, and Binnie of Grimby were wrecked.

And

The Clive Swan of Montrose & James of Liverpool taken by Commodore Rodgers.

A Great

Number of Ships were lost among the Ice, great part of the year and several got stove, besides being Ruined and other accidents.

Finis