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AT HIS
Navigation Store,
49 North Water, corner of William Street,
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INSTRUMENTS,
Nautical Books, Stationery, Patent Logs, Fog Horns,
Cabin, State-Room and Binnacle Lamps,
And as complete an assortment of
CHARTS
Of all parts of the World visited by Whalemen, as is
required to make a complete
NAVIGATION ESTABLISHMENT.
All Instruments for Repairs
Will receive the Personal Attention of the Proprietor.
<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Capt. Martin W. Millard</td>
<td>To Honolulu</td>
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<td>Capt. Leader C. Owen</td>
<td>For Commander</td>
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<td>Mess. Rich Green</td>
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<td>Edgar D. Crow</td>
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<td>Chas. Thomson</td>
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<td>Crew as per Whalmen's Shipping List - 4/17/39</td>
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Log of Steamer Helen & Mary

Tuesday Sept 9th 1879
All hands were on board at 8 a.m. & took the anchor with fine weather and light winds from the N.W. Discharged the Pilot at 10 o'clock and passed S.W. and Pigs Light Ship at 10 30 steering S. Ends the same.

Wednesday Sept 10th 1879
All day fine weather and light N.W. winds employed in lowering the anchors and chains & fitting the boats steering S.S. 
Lat 40 30 N 
Long 69 35 W

Thursday Sept 11th 1879
Commenced with fine weather and light winds from the E. & wind hauled to S.W. All hands fitting boats & rigging Passed five merchant ships This ends.
Lat 39 16 N 
Long 68 41 W

Friday Sept 12th 1879
Commenced with fine weather and whole sail breezes from the N.W. Ship close hauled to the Eastward Middle & Latter Parts same
Lat 38 24 N 
Long 66 48 W

Saturday Sept 13th 1879
Commenced with fine weather and light breezes from the Eastward Ship close hauled to S.S. Middle Part heavy rain & light airs after fine weather and fresh breezes from N.W. steering S. E. with all sail
Lat 37 15 N 
Long 65 05 W
Sunday Sept 14th 1879
Commenced with light winds from W. S. W., steering S. S. E., all hands employed in getting boats, Middle Part clear. Calm. Latter Part light breeze and squally, wind S. S. W., ship close hauled to W. S. E. Thus ended
Lat 56° 50' W.
Long 64° 03' W.

Monday Sept 15th 1879
Commenced with fine weather and fresh breezes from N. S. W. Ship close hauled to the S. E. Middle Part squally and light airs. Latter Part calm.
Lat 36° 50' W.
Long 61° 24' W.

Tuesday Sept 16th 1879
Commenced with calms. Middle Part fresh breezes from the S. E. Ship close hauled. All hands employed in getting boats & rigging.
Lat 35° 37' W.
Long 60° 25' W.

Wednesday Sept 17th 1879
Commenced with fine weather and smart breezes from S. E. Ship close hauled. All hands employed in necessary work. Several sail in Middle Part. Long and strong breezes from S. W. Ship close hauled to the Westward. Latter Part the same. Thus ended
Lat 36° 00' W.
Long 58° 47' W.

Thursday Sept 18th 1879
Commenced with fine weather and fresh breezes from S. S. E. Close hauled by the Eastward. Middle Part the same. Latter Part fine and lighter. S. S. W. wind. Ship close hauled to the N. E. Thus ended
Lat 36° 25' W.
Long 57° 32' W.
Bound Towards the Arctic Ocean

Friday Sept 17th 1879.

Commenced with fine weather and light winds from E.S.W. Ship close hauled to the W. No sail employed in necessary work.

Middle Part Strong gales from S.W. at 1300h Ship heading W.N.N and wore to under tow. Whole Lottie Part Strong S.W. gales and heavy rain. At 19h. am wind abated Port top sail furled 23. 36-39W

Long 59-20W

Saturday Sept 20th 1879

Commenced light strong gales from S.S.W. Ship had to on the Port tack sail employed in beating out water. Middle Part fine weather and fresh gales ship close hauled to the East. Under present sail Lottie strong breezes from South. Ship close hauled under present sail. Heading E. S.W. Watch employed in filling rigging. True East.

Lat 54-51W

Long 54-53W

Sunday Sept 21st 1879

Fine weather and strong breezes from South. Ship close hauled heading S.

Middle Part light winds from S.S.W. Ship close hauled to the S.E. Lottie Part fine weather and wind came 1/2 in company watch employed in filling rigging and cutting gear.

Lat 35-54S

Long 51-0-4T

Monday Sept 22nd 1879

Commenced with fine weather and light winds from S.W. ship close hauled to S.E. passed a ship bottom up. Middle Part fine Lottie Part fine and light

Long 48-37W
Log of Steamer Mary & Helen McDaid

Tuesday Sept 24th 1879

Commmenced with fine weather and fresh breezes from W. N. W. at 8 a.m. 4 boats heaved and 2 and 8 each got a small whale. They were going W. S. W. and still took them along and finished cutting at dark. Middle Part fire ship on 2 hour tackle. Latter part equally and rainy employed in clearing away heads. Ship close hauled to N. W.

Lat 35° 48' N
Long 49° 58' W

Wednesday Sept 25th 1879

Fine weather and strong breezes and ship steering N. W. All hands employed in breaking and breaking and getting ready to fire. Middle Part fire ship close hauled to N. W. Latter part same. Three

Lat 34° 57' N
Long 48° 48' W

Thursday Sept 26th 1879

Commmenced with fine weather and fresh breezes from S. W. Middle part same. Latter part fine and strong S. W. winds at 8 a.m. engaged two whales. Total two boats down chasing. Three ends.

Lat 34° 57' N
Long 48° 48' W

Friday Sept 27th 1879

Commmenced with strong S. W. winds called the boats on board and took in sail to get up steam. Whales going quick to N. W. steamed 15 miles. S. W. lowered and got 2 whales to the 2 B. Middle part laying by. The Whales latter part strong S. W. winds were cutting at daylight and finished at 8 & 8 clock morning in stripping out and clearing up. Thurst day

Lat 35° 14' N
Long 48° 49' W
Saturday Sept 27th 1879
Commenced with fine weather and strong breezes from S W. Close hauled to the North and trying out Middle. Part, fine weather and fresh breezes from S W. Stowing S W.
Lat 35° 15'N  
Long 46° 35'W

Sunday Sept 28th 1879
Fine weather and fresh breezes from S W. Stowing E. at 2 P M. wore the Bark Lydia 150 Ubs from this season employed in trying out Middle Part, light breezes Stowing E. W. finished trying out at 10 P M. Initially turned NE 13 1/2 Ubs. Latter Part fine and fresh breezes from the S W. Stowing E.
Lat 36° 11'N  
Long 42° 12'W

Monday Sept 29th 1879
Commenced with fine weather and strong breezes from N. S W. Stowing E. under all prudent sail Middle. Part equally wiled from N to NE. Stowing to the eastward. Latter Part. Strong N E winds ship close hauled watch unproted in necessary work.
Lat 36° 38'N  
Long 41° 58'W

Tuesday Sept 30th 1879
Commenced with fine weather and strong breezes from N E ship close hauled to Estrel. Employed in setting to work Middle Part equally weather and fresh breezes from N E ship close hauled to the Eastward. Latter Part Strong breezes from NE and rainy. Fine ends.
No Obs.
Steamer Mary & Helen Millard

Wednesday Oct 1st 1879

Commenced with Union-Metaly winds e with a galling barometer.

Middle Part fine and light. Metaly winds glass still low. Latter Part sudden shift of wind to the East wore ship to the NW.

Now too under close reefed mainyard.

GP 36-15 N

Log 40-20 W

Thursday Oct 2nd 1879

Commenced with strong gales from the W. Ship hove to on stern tack at 7 P.M. Wore ship to the Eastward. Middle Part strong breezes from the NW. Steeping near under all the main sail Lattet Part fine weather and fresh breezes from the ship close hauled to the Eastward all sail set.

GP 35-57 N

Log 39-07 W

Friday Oct 3rd 1879

Fine weather and fresh breezes from the W. Ship close hauled to the Eastward. Ship hove to on stern tack and winter down. Bellowant hugging middle Part calme. Latter Part strong breezes from S.S. E. Steeing East at 9 A.M. Raised a large school of small sperm whales towed lowered the 3 part boat and each got a whale ends with a gale.

Saturday Oct 4th 1879

Commenced with strong gales from South getting the whaleman side and tonsil in all sail. Middle Part heavy gales from South lying by the whale. Latter more moderate wind S.S.E. Commenced cutting out at 8 A.M. and finished at 11-30 P.M.

GP 36-46 N

Log 37-0 4 W
Bound Towards the Arctic Ocean

Sunday Oct 5th 1879

Commenced with fine weather and strong S S W winds steering by S and very odd all hand cutting up speed till Night Middle Part strong gales from S S W at 9 P M

Now ship's helm bearing 50° and started the tryworks & latter Part wind and weather

The same steering C by S under easy sail employed in trying out

Lat 37-16 N
Lon 35-93 W

Monday Oct 6th 1879

Commenced with fine weather and

Strong breezes from S S W steering S S E

Boiling and keeping out Middle Part fine weather and light breezes from W steering C by S under all sail latter Part light W W

While steering C by S employed in cooping oil. True end

Lat 37-41 N

Lon 32-43 W

Tuesday Oct 7th 1879

Commenced with fine weather and light airs steering C by S under all sail light

N W winds middle Part fine weather and calm latter Part fine and light breezes from E S W to S W watch employed in washing ship True end

Lat 35-02 N

Lon 31-23 W

Wednesday Oct 8th 1879

Commenced with fine weather and

Light-S W winds ship close hauled to the Eastward middle Part fine weather.

And light winds ship close hauled to the Eastward latter Part same raised stays & Pigs at 11.30

bearing S S W in Dist-30 miles

True end

Lat 39-10 N

Lon 28-48 W
Commenced with fine weather and light-south-westerly winds, ship on course heading to the Island of Middle Part. Fine weather and fresh breezes from south, ship on course heading to windward of Middle Part, fine and strong breeze from south-west, ship on course heading to windward of Middle Part, fine and strong breeze from south-west. At 5:00 AM, got under way and went in to False Harbor and owing to quarantine could not land.

Friday, Oct 10th, 1879
Fine weather at 9:00 AM, a slight breeze from south-east, took the oil 2062 gallons, and squared away at 6:00 PM. Middle Part, calm. Latter Part, cloudy and rain with fresh north-west winds.

Saturday, Oct 11th, 1879
Commenced with fine weather and strong breeze from south, close hauled to Middle Part, employed in necessary work. Middle Part, fine weather and strong breeze from south, ship heading to the west, latter Part, squally wind, same close hauled on the east tack. Thus ended No. 062.

Sunday, Oct 12th, 1879
Commenced with squalls and rainy weather. Ship, close hauled to south, Middle Part, light-baffling gradient. Ship close hauled to the north, latter Part, light south winds close hauled to the west, sighted a steamer and large ship. Thus ended.

Lat. 37° 08' 17"
Long. 29° 40' W
Monday Oct 13th 1879
Commenced with gally weather, at 1 Pm tack'd to the S.S.W. strong breeze from the S.S.W. Middle Part light winds from South ship clear headed on different to leeward., Latter Part same ship clear headed to the East not employed in fitting rigging. Ths ends.
Lat 36-33 N
Long 28-12 W

Tuesday Oct 14th 1879
Commenced with fine weather and light airs from S.E. ship clear headed to the West Midle Part clear. Latter Part light airs employed in overhauling potatoes. Ths ends.
Lat 36-22 N
Long 28-10 W

Wednesday Oct 15th 1879
Commenced with fine weather and very light airs ship clear headed to the E by N while S.S.W. Middle Part light airs to the S.S.W., ship clear headed to the South East. Latter Part fine weather. Light airs from S.W. steering S.E., under all drawing sail & ship in light. Ths ends.
Lat 35-38 N
Long 28-10 W

Thursday Oct 16th 1879
Commenced with fine weather and light airs from S.W. steering S.S.W. at 6 PM strong airs from N.E. Middle Part fresh breezes from N.E. steering S.S.W. under sail. Latter Part the same employed in fitting rigging. Ths ends.
Lat 32-32 N
Long 28-33 W
Friday Oct 17th, 1879
Commenced with fine weather and strong NE winds, steering S. S. W. watch employed in necessary work. Middle Part fine weather and light fresh trades, steering S. by W. under all sail. Latter Part fine and light fresh trades steering S. by W. watch employed in necessary work. Thus ended.
Lat. 29° 26' N
Long. 28° 11' W

Saturday Oct 18th, 1879
Commenced with fine weather and light fresh trades steering S. by W. Middle Part fine weather and light trades steering S. by W. Latter Part same all hands employed in necessary work about the ship. Thus ended.
Lat. 29° 36' N
Long. 27° 55' W

Sunday Oct 19th, 1879
Commenced with fine weather and light trades steering S. by W. Middle & Latter Part the same. Thus ended.
Lat. 29° 41' N
Long. 27° 20' W

Monday Oct 20th, 1879
Commenced with fine weather and light trades steering S. 1/2 W. passed a merchant ship at 3 P.M. at 3.30 lowered for blackfish with out success. Middle and Latter Part the same steering S. by W. under all sail. Watch employed in necessary work.

Tuesday Oct 21st, 1879
Commenced with fine weather and light trades steering S. by W. employed in necessary work. Middle & Latter Part the same steering S. by W. under all sail. Thus ended.
Lat. 29° 34' N
Long. 26° 44' W
Bound Towards The Arctic Ocean

Wednesday Oct. 22nd 1879
Commenced with fine weather and fresh trades steering South Middle and latter Part strong trades and fine weather many relics in right Thue ends Lat 77°32"N Long 25°33"W

Thursday Oct. 23rd 1879
Fine weather and strong trades steering South at 2 P.M. raised St Anthony light ship diet 30 miles Middle Part fine weather light airs Later Part fine and strong trades steering I saw 1 large English Steamer St Anthony 700 diet 35 miles Thue ends Lat 15°3°N Long 25°09"W

Friday Oct. 24th 1879
Commenced with fine weather and strong trades steering South watch employed in fitting Lifting foot ropes Middle and latter steering South wind light Thue ends Lat 13°19"N Long 24°57"W

Saturday Oct. 25th 1879
Commenced with fine weather and light trades steering South watch employed in fitting rigging Middle Part fine weather and fresh trades steering South under sail Later Part fine weather and light airs from NE steering from SW all hands employed in necessary work Thue ends Lat 10°58"N Long 24°11"W
Steamer Mary & Helen M7 3 Millard

Sunday Oct 26th 1879
Commenced with fine weather and light trade steering S by W under 40‡ sail Middle Part fine and Latter Part the same. Thru ends
Lat 8-49N
Long 23-37W

Monday Oct 27th 1879
Commenced with fine weather and light trade steering S by W under 40‡ sail Middle Part fine and Latter Part fine and light airs from W. ship close hauled to the W. ship
Lat 7-09N
Long 23-32W

Tuesday Oct 28th 1879
Fine weather and light airs from W. ship steering S by W. weather employed in fitting Main topmast, etc. Middle Part fine and calm. Latter Part the same, at 10 A.M. got up steam at 11 A.M. 2nd English ship Lord Gortleigh of Liverpool 35 days from London. Thru ends
Lat 6-50N
Long 23-05W

Wednesday Oct 29th 1879
Commenced with light airs from South all sail furled. Steaming S by W. Middle Part same steering S by W. Latter Part fine weather and fresh breezes from S. made sail and defaced of the Boiler. Thru ends
Lat 4-58N
Long 22-38W
Thursday Oct 30th 1879.
Commaned with generally unsteady light breezes from SSE, ship close hauled to W. Middle and Letter Part much the same. True wind Lat 3° 31'.N.
Long 23° 43'.W.

Friday Oct 31st 1879.
Commaned with fine weather and light winds from the S. ship close hauled to the W. Middle Part light baulding. Winds ship close hauled on E point.
Latter strong trades ship hauled to the W. True wind.

Saturday Nov 1st 1879.
Commaned with fresh breezes from South ship close hauled to the SW. ship in W. Middle Part change the same. Letter Part equally fresh. Ship on trades ship close hauled to the SW. True wind.
Lat 1° 07'.N.
Long 25° 58'.W.

Sunday Nov 2nd 1879.
Commaned with fine weather and light breezes from SSE ship close hauled to the SW. Middle Part fine weather and fresh trades ship close hauled to the SW. Letter Part much the same. True wind
Lat 1° 24'.S.
Long 28° 20'.W.

Monday Nov 3rd 1879.
Commaned with fine weather and fresh trades ship close hauled to SW. Middle Part fine and fresh trades steering SW by S. Letter Part much the same. True wind.
Lat 4° 15'.S.
Long 29° 25'.W.
Steamer Mary & Helen W.P. Millard Master

Tuesday Nov 4th 1879.
Commenced with fine weather and fresh trade, steering S W by S under all sail watch employed in necessary work. Middle Part fine, weather and fresh trade steering S W by S under all sail passed several merchant ships. Thru' the night

Lat 7 00 S
Long 30 23 W

Wednesday Nov 5th 1879.
Commenced with fine weather and light trade steering S W by S all hands employed in necessary work. Middle Part fine and light trade, steering S W by S. Latter part the going watch employed in fitting rigging. Thru' the night

Lat 9 00 S
Long 31 37 W

Thursday Nov 6th 1879.
Commenced with fine weather and light winds from N W, steering S W by S. Middle Part fine and fresh trade, steering S W by S under all sail passed 2 sail boats. Latter Part fine and fresh trade steering S W by S watch employed in necessary work. Thru' the night

Lat 11 10 S
Long 32 38 W

Friday Nov 7th 1879.
Commenced with fine weather and fresh trade steering S W by S. Middle Part unable the same. Latter Part fine weather and fresh trade steering S W by S under all possible sail passed several merchant ships watch employed in fitting foot ropes and making rank. Thru' the night

Lat 13 46 S
Long 33 52 W
Saturday Oct 8th 1879

Commenced with fine weather and light trade steering S.W. by S. under all sail. Middle Part fine and light trade steering S.W. by S. Latter Part the same. Watch employed in necessary work.

Rgt 15-15.3
Long 34-22.W

Sunday Oct 9th 1879

Commenced with fine weather and light trade steering W. by S. under all sail. Middle Part the same. Latter Part light trade steering.

Winds from S. by W. S.W.
Long 17-25.3
Long 35-32.W

Monday Oct 10th 1879

Commenced with fine weather and light northwesterly winds, steering W. by S.

Middle Part calm. Latter Part full light airs.

No Ob.

Tuesday Oct 11th 1879

Commenced with calmy weather and very hot, 4 boys down blackfishing.

Got one to the L.B. employed in filling up the coal hampers. Middle Part full light airs.

From S. Ship close hauled to S.S.

Ends with calmy weather.

No Ob.

Wednesday Oct 12th 1879

Commenced with calmy weather.

All hands painting iron work and setting up head gear & sail in C. Middle Part fine weather and light airs from S.S.

Steering E. by S. W. Latter Part the same.

Thick ends.
Steamer Mary & Helen M.V. 33 Willard Master

Thursday Sep 13th 1879

Commenced with light airs and calms
Ship working South employed in fishing
Barehead. Middle Part fine weather and
Light gentle, steering S E W. Under all
Sail Latter Part same. True W End

Log 19 41 8
Log 36 0 6 W

Friday Sep 14th 1879

Commenced with fine weather and
Light air steering S. Employed in
Fishing Oxygen Stay and Hending
Main Gunner Middle Part light winds
from SW, steering South latter.
High weather and fresh breezes from
the N.E. W. Steering South watch
employed in necessary work. Thursday
Log 22 05 3
Log 35 10 W

Saturday Oct 14th 1879

Commenced with fine weather and
Fresh breezes from N.E.W. steering South
at 230. Changed Longitudes from to a
British Ship, The Phillips Reisen bound to
Rico Middle Part. Strong Breeze from the
West, steering S.S. W. Under all sail
Latter part the same tools in the
light sails. True W End

Log 25 07 5
Log 35 42 W

Sunday Oct 15th 1879

Commenced with a strong gale
from the W. S. W. ship close hauled to
the South at 3. P.M. About the upper
lofts of Sundaun were ships to N. W.
and have ships under 2 Foul
Middle Part wind and weather same,
Latter part fine weather and fresh
breezes from South ship along hauled to
the West under topgallant

Log 25 18 5
Log 36 18 W
Monday Oct 15th 1879

Commenced with fine weather and fresh breezes from South ship close hauled to the N.W. Middle Part fine weather and the ship steering S.W. under all sail. Latter part nearly calm ship close hauled.

Thur ends

Lat 25° 42' 3"
Long 37° 28' W

Tuesday Oct 16th 1879

Commenced with light wind from S.W. ship close hauled to W. T. one sail in 20 watches employed in necessary work. Middle Part fine weather and light spray from the Skaw. ship steering S.W. Battered part fine and light airs at 6 a.m. raised a school of large sperm whales going quiet to N.W. got up steam and steamed around them but got none.

Thur ends

Lat 25° 50' 3"
Long 38° 25' W

Wednesday Oct 17th 1879

Commenced with fine weather and light N.E. winds all 4 boats down chasing the whales and come on board at dark. Middle Part fine and fresh breezes from E.N.E. steering S.W. under all sail. Latter Part fine weather and fresh breezes from E.N.E. steering S.W. watch employed in necessary work.

Thur ends

Lat 27° 08' 3"
Long 39° 50' W

Thursday Oct 20th 1879

Commenced with strong E.N.E. wind steering N. Middle Part the same steering S.W. by W. Latter part fresh breezes from N.E. steering S.W. by N. under all sail.

Thur ends

Lat 29° 04' 5"
Long 42° 21' W
Steamer Mary & Helen

Friday Oct 21st, 1879
Commenced with fine weather and fresh NE winds steering SW by W.
Watch employed in necessary work.
Middle Part fine weather and light breezes from NE steering SW by W.
Ratter Part the same steering SW by W.
Watch employed in cutting over tween decks.
True east Lat 30-21.8
Long 44-34 W.

Saturday Oct 22nd, 1879
Commenced with fine weather and fresh breezes from N & steering SW by W.
Middle Part fine weather and fresh breezes from NE steering SW by W under all sail.
Ratter Part under the same.
Lat 31-52.8
Long 46-39 W.

Sunday Oct 23rd, 1879
Commenced with fine weather and fresh breezes from North steering SW by W.
Middle & Ratter Parts fine weather & light airs steering SW by W.

Lat 33-008
Long 43-33 W

Monday Oct 24th, 1879
Commenced with fine weather and light NW winds steering SW by W. Middle Part fresh breezes from the west steering SW by W.
Ratter Part fresh gales from SW. Time kept by Navigating instrument.
Lat 33-58.8
Long 49-37 W.
Tuesday Nov 25th 1879

Commenced with fresh gales from the S W. ship bore to W N W under close reefed main Top sail Middle Part more moderate set the fore topsail & foresail Latter Part fine and fresh breezes from South to N W. made all sail ship on different course. Thus ended Lat 33° 32.8 Long 80° 33 W

Wednesday Nov 26th 1879

Commenced with fine weather and light winds from N S W. ship heading South at 5 P M exchanged Longitudes with Barquentine Marescari Middle Part fine weather and fresh breezes from N S W ship heading S. Latter Part fine and wind N S W. Thus ended Lat 35° 2 25 W Long 70° 21 W

Thursday Nov 27th 1879

Commenced with heavy squalls sudden shift of winds to S W. Middle Part fine weather and fresh breezes from the S W. ship close hauled to the West. Latter Part fine weather and light S W winds ship close hauled to West

Thus ended Lat 34° 50 S Long 51° 56 W

Friday Nov 28th 1879

Commenced with fine weather and fresh breezes from the S W steering S W W. under all sail Middle Part strong breezes from N to W. steering South by W. under spigot sail steady course Latter Part made the same wind hauled to S W

Thus ended Lat 36° 46 S Long 70° 31 W
Commenced with cloudy weather and fresh breezes from E. W. at 2 P.M.

Saturday Dec. 29th 1879

laced to N. Middle Part fine weather
and light eastly winds steering S.

Commenced with fine weather and
fresh breezes from E. W. at 2 P.M.

laced to N. Middle Part very light breaffed
winds steering W. S. W. under sail

Latter Part light airs from the N. N.

steering W. S. W. Thus ends

Commenced with fine weather and

Sunday Dec. 30th 1879

light breezes from E. W. Close hauled to

S. W. Middle Part very light breaffed

winds steering N. S. W. under sail

Latter Part light airs from the N. N.

steering W. S. W. Thus ends

Commenced with fine weather and

Monday Dec. 1st 1879

windless breezes from South steering N. S.

with many water spots. Middle Part

fine weather and light winds from

the East at 4. A.M. wind hauled to

N. W. steering N. S. W. Latter Part

fresh breezes from the W. S. W. ship

close hauled on different tacks.

Thus ends

Commenced with fine weather and

Tuesday Dec. 2nd 1879.

fresh gales from S. W. ship close hauled

Middle Part fine weather and fresh

breezes from W. S. W. ship close hauled

on different tacks. Latter Part must

the same ship close hauled under

lower topsails & course.

Thus ends

Lat 40° 35' S

Long 54° 33' W
Wednesday Dec 3d 1879.

Commenced with fine weather and brisk gales from S.W. ship close hauled to the South and Middle Part. Strong gales from N.W. Ship close hauled. Latter Part strong breezes from the S. Ship close hauled to W. under courses & lower topsails. This ended at 38.335

Long 55.47 W

Thursday Dec 4th 1879

Commenced with fresh gales from S.W. Ship close hauled to the Middle Part most moderate. Latter Part light airs from N.W. Steered N.W. This ended at 38.315

Long 56.28 W

Friday Dec 5th 1879

Commenced with fine weather and fresh breezes from W. Ships hauled N. all hands employed in working out water and processing. Middle Part - heavy thunder and lightning with rain and heavy squalls from S.W. Steered S.W. to N. Ship has been a cloudy day. Weather was fine. Thus ended at 39.43

Long 55.36 W

Saturday Dec 6th 1879

Commenced with strong breezes from W.S.W. Ship close hauled to the Southard at 5.30 P.M. raised Right whales going slow to Westport Sound at 3 boats whale saw the boats and cleared out. Middle Part fine weather and strong breezes from S.W. Ship close hauled on the first tack. Latter Part fresh gales from S.W. Ship close hauled to the Westport Wharf.

Long 58.33 W
Sunday Dec 7 th 1879
Commenced with fine weather and strong SW gales ships have too heading SE. Middle Part under foot, Port light air from S & steering W, SW, This end.
Lat 39-56 N
Long 58-45 W

Monday Dec 8 th 1879
Commenced with fine weather and light winds from the S SE gales SW, Middle Part fine weather ships clear headed to the WSW wind S, SW. Latter Part the same. Thus ends
Lat 39-14 N
Long 60-00 W

Tuesday Dec 9 th 1879
Commenced with fine weather and calmy lowered davits caught a turtle founded in 22 fathoms. Middle Part under foot clear from SW gales SW, S SE. Latter Part fine weather and strong breezes from S, steering SW, W, ends until 1 am

Wednesday Dec 10 th 1879
Commenced with fine weather and light winds from the SW gales SW, W. Middle Part wind & weather same. Steering S, SW, W. Latter Part light NORTHERLY winds steering S, SW. Thus end Lat 42-54 N
Long 60-56 W

Thursday Dec 11 th 1879
Commenced with fine weather and light NORTHERLY winds steering S, SW, employed in painting boats, Middle Part fine and light S, SW gales steering S, SW, W. Latter Part fine weather and light winds from north steering S, SW. Off duty wich Thus ends
Lat 44-43 N
Long 60-49 W
Bound Towards the Arctic Ocean

Friday Dec 12th 1879
Commenced with fine weather and fresh breezes from the North-East. S.S.W. Middle Part fine weather and fresh breezes from N.E. to W. steering S.S.W. Latitude Part calm.Thurz ends. Cat 48.32.3
Long 62.27. W.

Saturday Dec 13th 1879
Commenced with fine weather and calms. Middle Part fine weather and fresh breezes from N.E. to W. steering S.S.W. Katter Part calm. Rising one sail in Co. Thurz ends.
Cat 48.41.6
Long 63.49. W.

Sunday Dec 14th 1879
Commenced with fine weather and light winds from the N.W. steering S.S.W. Middle Part fine weather and light airs from the W. to N.W. steering S.S.W. Katter Part fine and light airs from N.W. steering S.S.W. Thurz ends.
Cat 49.12.3
Long 64.51. W.

Monday Dec 15th 1879
Commenced with fine weather and light winds from N.W. steering S.S.W. Middle Part the same. Katter Part calm at 7 A.M. raised the land Port Santiago 30 miles bearing W.S.W. Thurz ends.
Cat 50.00.3
Long 67.15. W.

Tuesday Dec 16th 1879
Commenced with light airs from S. ship working towards Cape Vergeen Middle Part calm and light airs and steering along the land. Katter Part fine weather and light breezes from the N.W. steering S.S.W. Thurz ends.
Cat 50.29.8
Long 67.45. W.
Stamer Mary & Helen M. R. Millard, Master

Wednesday Dec 17th 1879
Commenced with fine weather & light NE winds steering S.W. Middle Part fine weather and fresh breezes ship working to the South. Latter Part fine steering along the land under all sail
Lat 51-25 3' Long 68-40 3'

Thursday Dec 18th 1879
Commenced with fine weather and fresh breezes from W. NE steering S.W. Middle Part fine weather and light airs steering S.E. & E. Light airs & fair breeze steering S.W. Latter Part, light breezes from the S.W. steering N.W. Thursday
Lat 51-52 3'

Friday Dec 19th 1879 Long 66-49 3' W
Commenced with fine weather and light winds from E. steering S.W. Middle Part light winds from E. & S. to W. SE steering S.W. Latter Part, fresh breezes from the S. S.W. steering N.E. under all sail
Lat 50-42 3' Long 65-47 W

Saturday Dec 20th 1879
Commenced with fine weather and light S.W. winds steering N.E. & N. Middle Part fine weather and fresh breezes from N.W. ship close hauled to the East and Latter Part, strong breezes from N.W. ship close hauled to the East
Lat 50-28 3' Long 62-53 W
Bound to the Arctic Ocean.

Sunday, Dec 21st 1879
Commenced with fine weather and strong breezes from N.W. close hauled to the middle ground. Middle part strong breezes from N ship close hauled to middle and N.W. Latter part thick and strong breezes from N ship close hauled to the E.N.E. Many squalls. Wind N.W.

Sunday Dec 22nd 1879
Commenced with fresh breezes from the N.W. steering S.E. to S.W. Middle part calms. Latter part strong gales ship hope to under prudent sail heading W. Thus ends.

Tuesday Dec 23rd 1879
Commenced with strong gales from the S.W. ship hope too heading toward Medway. Middle part fine weather and light airs. Latter part made all sail light breeze from S.W. ship close hauled to the S.S.E.

Wednesday Dec 24th 1879
Commenced with fine weather and light winds from S.W. by S ship close hauled to the W.D. water employed in breathing out water and provisions. Middle part light gales, and fine weather steering S. by E. Latter part strong gales anchored in New Island at 10. with anchor on snow. Thus ends.
Steamer Mary Helen M. W. B. Millard

Thursday Dec 25th 1879
Commenced with strong gales from S.W. at dark nearly Calm wind rained to W. back on shore and shot so wild Lyce Middle Part wind rained to West blowing strong Latter Part fine. Strong S. Winds all hands gunning. Thue end.

Friday Dec 26th 1879
Commenced with fine weather and strong gales from the S.W. the ship chased her anchors and just touched the white sand landing tool a up the anchors and wind into a safe harbor. Rush Daniel韦伯 arrived with 70 shrigs. This evening Middle Part fine but blowing strong Latter Part fine lying with 2 anchors abreast.

Saturday Dec 27th 1879
Commenced with fine weather. Moving heavily from S.W. Middle saw Latter Part fine. Calm weather and blowing strong from S.W. Thue end.

Sunday Dec 28th 1879
Commenced with fine weather and strong S.W. gales Middle and Latter Part fine and more moderate Thue end.

Monday Dec 29th 1879
Commenced with fine weather and light winds Middle Part fine and light winds from 3 at 4 p.m. took up the anchors and came out wide fine stearting S.W. by N. Thue end

Cat 51-14.07
Long 61-31 W
Commenced with fine weather and light
southerly winds Middle Part calm Latter Part
gin weather and light airs from 6 shipone
hauled on different tracks Thus ends Lat 50:47'S
Long

Wednesday Dec 31st 1879
Commenced with gasey weather and light
airs from the North ship close headed to
W N W Middle Part fine weather and strong
breezes from S ship close headed to N W
Latter Part fine weather and fresh breezes
from the north ships close hauled to 2
under all sail Thus ends Lat 50:22'S
Long 61:30W

Thursday Jan 1st 1880
Commenced with gasey weather and
fresh breezes from W steering to the wind
crossing E many N W vessel and smal
Middle Part light airs and calm
thus far Latter Part fine weather and
light southerly winds steining S E
Employed in putting up coffee stine
Thus ends Lat 49:55'S
Long 60:20W

Friday Jan 2nd 1880
Commenced with light airs from W
ship close to S N W at 6 P M toward the
boats for Amstetens without success
Middle Part fresh breezes from N ship working north Latter ship close
hauled to W N P Passed a large English
ship called the Pole Star F Livestock
Thus ends
Saturday Jan 3rd 1850
Commenced with fine weather and fresh breezes from the N.W. ship close hauled to the S.W. East Point. Middle Point light breezes from N. by N.W. rattle. South Point, fine weather and light breezes from the West. Ship close hauled to the North End. True end. Lat. 47° 17' Aug 57-02

Sunday Jan 4th 1850
Commenced with fine weather and light winds from the West. Sailing S.W. Middle Point The same rattle. East Point, light buffetin winds ship working to the North at 6 am raised a weather to the N.W. true end with heavy weather. No entry.

Monday Jan 5th 1850
Commenced with fine weather and light breezes from the West. Ship close hauled at 5:30 am the West Ohio. 2d. Elle's just cut in 2 large sperm whales. Middle Point, light wind and fine weather ships working to the N. Rattle East. Strong gales from the West. Ship close hauled on different tack. True end.

Tuesday Jan 6th 1850
Commenced with fresh gales from the West. Ship had to change tack. Middle Point, moderate rattle. East moderate wind from N.W. 2 whalers in sight. Ship close hauled on different tack. True end. Lat. 46° 03' Aug 57-08.
WEDNESDAY JUNE 7TH 1880

Commenced with fine weather and strong breezes from the N. N. W. ship being hauled to the Westward at 130 PM, sighted the Bank Daniel Webster, Bridg and was the Ohio L.Y. Middle Part light airs from N W ship close hauled, Easter Part fine and light breezes from the West. Ship close hauled at 10 AM raised a school of鲸 Fish lowered 4 boats and started to the B. Thue ends.

THURSDAY JUNE 8TH 1880

Commenced with light winds took the whale along side and at 4 AM and chased the school without success. Middle Part lying by the whale. Easter Part fine and strong Northern winds all hands Cataloging. Thue ends.

FRIDAY JUNE 9TH 1880

Commenced with fine weather and strong breezes from W N W cut all in until the case. Middle Part fine weather and light winds from W ship lying by the whale. Easter Part fine and strong breezes from W to N W hour in the case at 4 30 AM and Commenced boiling.

SATURDAY JUNE 10TH 1880

Commenced with fine weather and strong breezes from W N W all hands chasing up and trying out Middle Part the whale. Easter Part fine weather and light breezes from S W. At 5 30 AM raised the ship 24 feet to a whale. At 7 AM lowered 3 boats. Whales going quiet to windward called them on board and got up steam endy fine chasing the whale and trying out. Thue ends.
Steamer Henry x Helga M.W.B. Willard

Sunday Jan. 11th 1880

Commenced with fine weather and fresh breezes at 2 P.M. while got 4 boats out and started to hulk. took the whale to the ship and lowered again without success. Middle Part. Latter Part fine weather and light breezes from the W. all hands employed in cutting in Fish end.

Monday Jan. 12th 1880

Commenced with fine weather and strong SE winds finished cutting at 2 P.M. saw the Daniel Webster. Middle Part fine and fresh breezes from SE. Latter Part fresh gales from north with rain. all hands cuttinglund and passing out Fish end.

Tuesday Jan. 13th 1880

Commenced with fresh gales from NW. ship hove too cutting on lund and trying out rainy & thick, heavily. Middle Part fine weather and light breezes from the west. ship hove too east and passed on bold west. Latter Part fine and light. winds close hauled to NW. Fish end

Lat. 46° 25' 42' 57° 00' 30"

Wednesday Jan. 14th 1880

Commenced with fine weather and light NW. steady winds. Storing NW. all hands working and Stowing down. Middle Part. foggy and rainy weather employed in trying out. Latter Part steady breezes from NW. ship close hauled on different course. all hands employed in trying out and storing down.

Fish end
Tuesday June 15th 1860
Comenced with strong breeze from S. E. with rain accompanied by snowing down and boiling. Middle Part fine weather and light breezes employed in trying out soundings. Latter Part fine weather and light breezes from the W N W ship close hauled N all hands employed in snowing deck. Finish trying out at 11 a.m. True wind N. Long 57-45

Friday Jan 16th 1880
Comenced with fine weather and light N W winds clearing S 4 ½ E all hands during up the ship. Middle Part fine weather and light winds ship close hauled to the West at 10. Latter Part fine weather and mostly calm employed in boat. Left hear saw the Daniel Webster and Ohio 2¾ True wind N. Long 56-58 W

Saturday Jan 17th 1880
Comenced with fine weather and light winds from the S 10 steered to the West and at 4 P.M. Spoke the Daniel Webster and at 7... Back Ohio 2¾ with 360 on this ground in one month. Middle Part fine weather and fresh breezes from S. Close hauled to the West and under easy sail. Latter Part fine weather and fresh breezes from S W S ship close hauled on different tack. True wind N. Long 58-00 W
Steamer Mary & Helen MTB Wind & Master

Sunday Jan 18th 1880
Commenced with fine weather and light S. wind, steering NE by N, under
all sail finished Stepping down Middle Pt
fine and calm weather, Bateau, Port linewaters
and light breezes from N. W. ships close hauled to the Eastern head, the S. Webster & Ohio E.
Position Lat. 45-08. S
Long 56-51. W

Monday Jan 19th 1880
Commenced with fine weather and
freshening breezes, steering to the Western
at 11 A.M. broke the Ohio & Middle Pt;
fine weather, close hauled to the Eastern head. Part fine weather and light airs from
N. W. steering S. E.

Tuesday Jan 20th 1880
Commenced with light Northerly winds
and smoky weather steering to the S. W. &
Middle Pt; hazy weather and light breezes
from N. E. ships close hauled on different
stages, latter part thick weather and
fresh breezes from S. E. steering N. S.
Thursday Jan 22nd, S. Webster & Ohio E. Lat. 45-39
Long 57-03. W

Wednesday Jan 21st 1880
Commenced with fine weather and
fresh breezes from S. W. steering N. W.
Middle Pt; hazy weather and light
breezes from the Western ship close
hauled on different stages. Latter part
light. Northerly winds ships close hauled
to the N. S. W. head, S. Webster
Thursday Ends

Lat. 45-44
Long 57-31
Thursday Jan 22nd 1880
Commenced with clear, weather, and very smooth sea, as usual, in light, northwest blowing wind. The lee top-galtant and Middle Part fine weather and light winds from S.W. Ship close hauled to Northeast. Latter Part fine weather and light winds, ship close hauled to the westward.

Lat. 45° 55' N.
Long. 57° 54' W.

Friday Jan 23rd 1880.
Commenced with fine weather, and fresh breezes from the North, close hauled to the Westward, many signs of Middle Part fine and light. Northwest gale, ship close hauled on different tack to the East. Latter Part fine and fresh breezes from W.N.W. steering N.N.W. under all possible sail. Lat. 45° 45' N.
Long. 57° 20' W.

Saturday Jan 24th 1880.
Commenced with fine weather and light winds from NE. steering N.N.W. The Danish Bank. Frederick port of Bleg, near Middle Part fine weather and fresh breezes from the S.W. W. steering W. Half N.W. Latter Part strong gale from the Westward, steering S.W. at 11.30 a.m. had to run with lower topsail. This ends.
Lat. 45° 38' 8.
Long. 61° 34' W.

Sunday Jan 25th 1880.
Commenced with fresh gale from Westward, under prudent sail at dusk, wore ship to the W.S.W. and have too. Middle Part heavy gales from W. Ship close to log stead to N. W. Latter Part fine and steering heavy from the S.W. Ship close too.
Lat. 45° 29' 8.
Long. 61° 53' W.
Monday Jan 26th 1880
Commenced with strong SW gale ship
heaving to West to Middle Part
fine weather and light breeze from the
West and steering S.S.W. under close sail
Rutter Part the same

Tuesday Jan 27th 1880
Commenced with fine pleasant weather
and fresh breeze from the West
S.S.W. under close sail middle
Part fine weather and fresh breeze
from the West ship close hauled to East
Rutter Part fine weather and strong
breeze from W. S.W. ship close hauled
to the South under canvas quiet

Sat 47-355
Log 63-00' W

Wednesday Jan 28th 1880
Commenced with fine weather and
fresh gale from W. S.W. ship close
hauled to South under canvas sail in light
Middle Part fine weather and strong
breeze from the West ship also
hauled wearing South. Latter Part calm
several ships in sight

Log 62-26' W

Thursday Jan 29th 1880
Commenced with fine weather and
light Southly wind steering SW. Middle
Part cloudy weather and calm. Latter
Part fine weather and fresh breeze
from S.W. ship close hauled one
different tack
Friday Jan 30 1880

Commenced with fine weather and brisk breezes from SW. SW. ship then hauled to the South and Middle Part then and running a breeze and fresh breezes from NW to SW SW. steering SW 1/2 S hauled the same ship close hauled to SW 2 sail in Co

Lat 49 11 S Long 64 57 W

Saturday Jan 31 1880

Commenced with strong breeze from NW steering SW employed in heading out water Middle Part light breeze from SW the wet cold ship close hauled on different tack. Middle Part light wind from NW ship close hauled on the southern tack

Lat 50 07 S Long 66 41 W

Sunday Feb 1 1880

Commenced with fine weather and light Middle wind. ship close hauled on the southern tack. Middle Part fine weather and light. Middle wind ship close hauled to the Southern Middle Part wind and weather the same Lat 51 12 S Long 67 10 W

Monday Feb 2 1880

Commenced with fine weather and brisk breeze from the SW ship then hauled to Middle Bay in Lat 75 miles NW. Made the land at 5 30 off Cape. Middle Part close. Middle Part light wind and ship at 9 am. and entered land Cape Virginia. Time then Lat 51 08 S Long 68 49 W.
Tuesday, Feb 3rd 1880.

Commenced with light airs from NW, steering along shore toward Cape Virgin at 12.30 P.M. off Cape Agassiz, ship a passerine lying in the river at anchor, plenty of whale feed and no sign of whale. Middle Part fine weather, and light airs from W. ship laying off and on at Cape Virgin, Letter Point fine and light. NW wind at 6 A.M., gale blown at 11 A.M., passed Cape Virgin into the Straits of Magellan, got anchor and Chains ready for masked ship. True end.

Wednesday, Feb 4th 1880.
Commenced with fairing wind a ship working through the vichets at 8 P.M., anchored in Magellan Bay in 11 fathoms water. Middle Part fine weather and light winds from W. Letter Point fine. True wind.

True end.

Thursday, Feb 5th 1880.
Commenced with fine weather and strong NW wind with brigale at 12.30 P.M. under weigh, for sandy Point and anchored at B Point at 7.30 P.M. Middle Part fine weather and light. Moderately winds. Letter Part fine weather and light. Moderately winds. All hands employed in getting water. 2 men devoted Alfred and Fred Smith.

Friday, Feb 6th 1880.
Commenced with strong NW wind, Middle Part the same. Letter Part fine weather, all hands employed in filling coal bins and getting on board stores here up anchor at noon. True end.
Saturday Feb 7th 1880.
Commenced with fine weather and light Easterly winds, steam for Port Franklin anchored at 7.30 in 7 fathoms. Middie Part strong N E wind, ship laying to an anchor. Port many vessels got off 1 boat load of wood, got ship under weight at 10 a.m. for Port Ballant.

Third ends.

Sunday Feb 8th 1880.
Commenced with fine weather and fresh breezes from the West at 2.20 passed Cape Brandon at 5 20 a.m. anchored in Woods Bay in 7 fathoms. Middie Part fine weather and light N W winds at 3 A.M. S.W. the Peale's Golden West Breazd to Sandy Point. Port Ballant. blowing heavy from S W, ship lying to an anchor. Third ends.

Monday Feb 9th 1880.
Commenced with fine weather & strong S W gales all hands getting clamps, muckles, and bows poles. Middie Part fine weather and light airs from S W got off 3 small rafts of water. Third ends.

Tuesday Feb 10th 1880.
Commenced with calm weather at 2.10 P.M. took the anchor and steamed to Port Ballant. Harbor anchored at 4.50 P.M. in lies with a German Frigate. Middie Part Calm at 5 A.M. took the anchor and steamed to the Western. Third ends.
Steamer Mary $T$ Helen 1st. V. B. Millard Master

Wednesday Feb 11th 1880

Commenced with strong wind and waves, and anchored at 5:30 P.M. at Settle Monday in 18 fathoms, Middle Point, Middle part heavy gales from W. N.W. ship lying with 2 anchors a head and 60 fathoms chain at 9 P.M. ship commenced to drag and give her more chain at 9:15 ship strayed several times, quite hard no damage done called all hands and got steam and hove up both anchors and returned in to the Straits ship off and on all night at day light ship off Cape Providence with steam Middle gale working for Port Tamor L贽e Point Strong gales from W. N.W. at 9.30 anguished in Port Tamor Harbor in 18 fathoms still blowing gale from the middle

Thursday Feb 12th 1880

Commenced with fine weather and strong gales from the W. S. W. ship lying with one anchor a head, at 6 P.M. moved the anchor and we had up and changed a course for Cape Pillar Middle part heavy gales carrying sail and steam heavy to work off a bit where Letter Port heavy gale from N. W. worked over to School Bay and anchored in 18 fathoms with 2 anchors a head at 10 A.M. drove the suez off from the Starboard anchor the Port she dragged we hove them up, and returned to Port Tamor and found a safe anchorage in 6 fathoms.
Bound for the Arctic Ocean

Friday Feb 13th 1880.
Commenced with heavy gales from NW. ship lying with 2 anchors ahead and also a line on shore very heavy. Middle Part fresh gales from NW. with rain. Latter Part still blowing from NW. to SW. with heavy gales. Thur. ends.

Saturday Feb 14th 1880.
Commenced with strong gales from NW. with paint and rail equalles. Middle Part little, got the same employed in getting in board the boaten anchor and beating overboard anchor. Thur. ends.

Sunday Feb 15th 1880.
Commenced with heavy gales from NW. ship lying with 2 anchors ahead and a line on shore and steam up. Middle Part more moderate but still blowing heavy. Latter Part strong gales from NW. WNW. with much rain. Thur. ends.

Monday Feb 16th 1880.
Commenced with strong gales from W. to NW. with heavy squalls all the day the same.

Tuesday Feb 17th 1880.
Commenced with strong gales from W. with rain squalls got a boatload of water from shore and 2 bbls of salt. Middle Part blowing hard and raining heavy. Latter Part strong gales and heavy rain at 8 a.m. blowing heavily from NW. got up steam to hold the ship from going afore at 10 a.m. ship being past 100 and having twice fetched on a smooth sea. Fifth with anchors and got a different berth thus ends.
Wednesday Feb 18th 1880.

Commenced with very heavy gales from W.N.W. ship with kedge ahead
and steam up. Also a hurricane on shore at 3 P.M. more moderate
and weather still thick and rainy and blew very low.
Middle Part strong gales from W.N.W. ship
steering with kedge ahead.
Latter Part fresh gales from N.W. at
7.30 A.M. got the anchors up and
steamed out at 11.30 P.M. passed Tuesday
Bay fresh gales from N.W. north carrying
them and sail much heavy rain.

Thursday Feb 19th 1880.

Commenced with fresh gales from
N.W. at 2 P.M. passed the fellows
under all sail and steam at 3.30 P.M.
took a sudden gale from N.W. took
in all sail but lowered main top sail. For
moment stayed all the sail was safe
to carry ship heading W.S.W. under
this sail and steam. Middle Part moderate
ship under lower topsail and
courses hauled the fores at midnight.
Latter Part strong gales from N.W.
at 7.30 P.M. wore ship to S.W. in heavy
on the bow and main soon dropped
and filled. The main boiler with fresh
water. Time end.

9th 53-07 S
Long 76-01 W

Friday Feb 20th 1880.

Commenced with cloudy weather and fresh
breezes from S ship close hauled to S.W.
with all prudent sail out. Dry gale light
Easterly. Sailing N.W. Latter fresh
breezes from S.W. steering S.W. under
all drawing sail. Time end.

9th 52-17 S
Long 76-07 W
Bound Towards the Arctic Ocean.

Saturday Feb 21st 1880,
Commenced with fine weather and fresh breezes from S W steering S. W. W. under all sail. Middle Part cloudy, same Little Part fine weather and light winds from N W. Ship close hauled to the N. S W. True wind Lat 50° 31' S. Long 77° 21' W.

Sunday Feb 22nd 1880. Long 77° 21' W.
Commenced with strong breezes from S N W. Ship close hauled to W. under topsails at 3 o'clock in upper topsails and off the jib until night and refilled it. Middle Part strong breezes from N W. to S. W. at 11 P.M. where ship to N. W. W. at 1 steering W W 4 Compass, under all sail. Little Part fine weather and fresh breezes from N W steering N W. True wind the 1st True wind.
Lat 50° 33' 30' W. Long 78° 20' W.

Monday Feb 23rd 1880.
Commenced with fine weather and whole sail breezes from W. steering S. W. Middle Part cloudy, weather and fresh breezes from W N W. Ship close hauled to W. Little Part much the same wind up the fore top gallant and royal yards N. N. W.
Lat 49° 45' 30' W. Long 78° 40' W.

Tuesday Feb 24th 1880.
Commenced with hazy weather and fresh breezes from the S. N. W. steering N W. by N. under all drawing sail. Middle Part fine weather and light airs ship close hauled at 11 P.M. on different tack. Little Part fine weather and fresh winds from the W N W steering N W. True wind.
Lat 45° 55' 30' W. Long 77° 39' W.
Wednesday Feb 25th 1880
Commenced with fine weather and fresh breezes from N. steering N. Middle Point employed in sailing Pop and Rubber and cleaning and filling the sails. Middle Part fine weather and strong breezes from the South steering N. under full sail and latter Part the same Thursday

Thursday Feb 26th 1880
Commenced with fine weather and light breezes from South steering N. Middle and latter Part the same steering N.

Friday Feb 27th 1880 77.51
Commenced with fine weather and fresh breezes from N. steering W. Middle Part fine weather and fresh breezes from N. steering W. 1/2 W. Latter Part fine with at 5 P.M. raised Juan Fernández dist. 10 miles at 9 and went 2 brats in shore for fish. Thursday

Saturday Feb 28th 1880
Commenced with fine weather and fresh breezes from N. steering N. 1/2 W. Middle Part fine weather and fresh breezes from N. steering W. 1/2 W. Latter Part fine with at 5 P.M. raised Juan Fernández dist. 10 miles at 9 and went 2 brats in shore for fish. Thursday

Sunday Feb 29th 1880
Commenced with squally weather and strong South winds at 5 B.O. came on board with 3 tubs of fish and all sail steering W. at 6.50 P.M. the Nantling found to be Calabahno Middle and latter Part fine and fine breezes from S. steering W. Thursday

No Obs
Bound towards the Arctic Ocean

Monday March 1st 1880.
Commenced with hazy weather and fresh winds from South steering NW.
Middle Part fine weather and fresh tangles steering NW. Latter Part wind and weather the same. All hands employed in Confining Bread & Flour and preparing to ship the vessel.

Logged: 31
Log 83 - 47 W

Tuesday March 2nd 1880.
Commenced with fine weather and light S.E. trade steering NW. Under all sail all hands employed in restoring the hold.
Middle Part light S.E. Trades and cloudy weather steering NW. Match employed in necessary work. Rigging done.

Logged: 41
Log 87 - 22 W

Wednesday March 3rd 1880.
Commenced with cloudy weather and light Trades steering NW. Middle Part the same.
Latter Part fairly calm match employed in mending spryarn steering NW. Receiving.

Logged: 51
Log 89 - 23 W

Thursday March 4th 1880.
Commenced with fine weather and very light S.E. trades steering NW. Employed in necessary work. Middle Part the same.
Latter Part fine weather and light trades steering NW. match employed in filling rigging and mending spryarn. This entry.

Logged: 61
Log 89 - 23 W
Steamer Mary and Helen W. B. Miller, Master

Friday March 5th, 1889.
Commenced with fine weather and light Trade, steering N.W., Middle Part, fine weather and light Trade, steering N.W., Latter Part, fine and light Trade, steering N.W. under all possible sail, all hands employed in setting up the fore rigging. True end. Lat. 22-41S.
Long 91-32W.

Saturday March 6th, 1889.
Commenced with fine weather and light winds from E to S.E., steering N.W. and all employed in setting up the main rigging. Middle Part, fine weather and light Trade, steering N.W., latter Part, under all sail, all hands employed in setting up the mizen and mizen topsail rigging. True end.
Lat. 23-17.5
Long 93-27W.

Sunday March 7th, 1889.
Commenced with fine weather and light Trade, steering N.W. under all drawing sail, all hands employed in setting up fore and main topsail rigging, Middle Part, fine and light Trade, steering N.W., Latter Part, fresh Trade, steering N.W., True end.
Lat. 21-23.8
Long 95-46W.

Monday March 8th, 1889.
Commenced with fine weather and fresh Trade, steering N.W. under all possible sail, Middle Part, fresh Trade, steering N.W., Latter Part, the same, steering N.W., all hands employed in setting up lower rigging and cutting down masts and rigging. True end.
Lat. 19-40.8
Long 98-00W.
March 9th, 1880.
Commenced with fine weather and strong trade, steering N.W. Middle Part, strong trade, steering N. Under all possible sail, Latter Part, fine weather and light trade, steering N.W. All hands employed in fitting rigging and painting 3 boats. Thus ended.

March 10th, 1880.
Commenced with fine weather and fresh trade, all hands employed in fitting rigging and taping down Middle light table. Steering N.W. Latter Part, quite steering from W to N.W. All hands fitting rigging. Thus ended.

March 11th, 1880.
Commenced with fine weather and fresh trade, steering N.W. Middle Part, same Latter Part, fine weather and light trade, steering N.W. All hands employed in fitting rigging and painting boats. Thus ended.

March 12th, 1880.
Commenced with fine weather and light trade, steering N.W. Middle Part, same Latter Part, fresh trade, steering N.W. All hands taping down and ratting. Thus ended.

March 13th, 1880.
Commenced with fine weather and fresh trade, steering N.W. Middle Part, quite steering N.W. Latter Part, fine weather and light trade, steering N.W. All hands employed in taping and ratting down and painting 2 boats. Thus ended.
Stevens Mary & Helen M V B Welland Master

Sunday March 12th 1880

Commenced with fine weather and fresh trade steering N W all hands employed in getting up the rigging.
Middle Part fine weather and light trade steering N W. Lat. 9° 41' 5"
Long. 110° 37' W

Monday March 13th 1880

Commenced with fine weather and light trade steering N W. Middle & latter Part the same all hands employed in getting rigging boats & than ended. Lat. 8° 36' 5"
Long. 12° 19' W

Tuesday March 14th 1880

Commenced with fine weather and light trade steering N W. Middle and latter Part fine weather and light trade steering N W & N all hands employed in getting rigging and painting boats

Thurs. 7° 00' 3"
Long. 113° 49' W

Wednesday March 15th 1880

Commenced with fine weather and fresh trade steering N W & N. Middle Part fresh trades steering N W & N under a sail. Latter Part light trades steering N W & N employed in mowing on boats and rigging same.

Lat. 4° 33'
Long. 15° 42' W

Thursday March 16th 1880

Commenced with fine weather and light trade steering N W & N at 2 P.M raised a school of herring whales towed 4 boats and struck to the 2 boat iron came out. Middle Part fine weather and light trade steering N W & N. Than ended

Lat. 3° 34' 13"
Long. 117° 25' W
Friday March 19th, 1880.

Commenced with fine weather and light trade, steering N W 1/2 N. Middle and Latter Part equally, weather and light trade, watch employed in necessary work. Thurs end.

Lat 2° 36.3
Long 118° 14.1 W

Saturday March 20th, 1880.

Commenced with fine weather and light trade, steering N W 1/2 N. Middle and Latter Part fine and very light trade, steering N W 1/2 N under all sail employed in painting boat and washing ship outside. Thurs end.

Lat 1° 40.5
Long 118° 5.5 W

Sunday March 21st, 1880. Long 118° 5.5 W.

Commenced with fine weather and light trade, steering N W 1/2 N. Middle Part light

Lat 1° 18.3
Long 119° 1.8 W

Monday March 22nd, 1880.

Commenced with fine weather and light N E trade, steering N W by Course. Middle Part fine and light air, steering N W by Course. Latter Part wind and weather the same steering N W by Course, all hands painting ship outside. Thurs end.

Long 0° 31.5
Long 119° 21.3 W

Tuesday March 23rd, 1880.

Commenced with fine weather and calm at 6.30 got up steam, steering N. Middle Part calm. Latter Part fine and light breeze from N E steering N all hands painting ship. Thurs end.

Lat 1° 20.47
Long 119° 11.7 W
Steamer Diary

Saturday, April 3rd, 1880
Commenced with fine weather and fresh trade, steering W by S ½ W. Middle and latter part fine weather and light trade, steering W by N ½ W. True wind
Lat. 16° 52' N
Long. 147° 25' W

Sunday, April 4th, 1880.
Commenced with fine weather and light trade, steering N by W, middle and latter part, fresh NE trade, steering N by E. True wind
Lat. 18° 02' N
Long. 150° 17' W

Monday, April 5th, 1880.
Commenced with fine weather and fresh trade, steering N by N, middle part strong trade, steering N by W. Latter part, much the same, employed in oiling the steamers.
Lat. 19° 35' N
Long. 153° 21' W

Tuesday, April 6th, 1880.
Commenced with fine weather and light trade, steering N by N, middle and latter part, light trade, steering N by W, at 6 a.m., arrived the Island of Hawaii, dist. 20 miles. True wind, Lat. 20° 33' N
Long. 155° 23' W

Wednesday, April 7th, 1880.
Commenced with fine weather and light trade, steering N by N, middle part, fine weather and light NE trade, steering N by W, latter part fine and strong trade, steering from E by S to W by S. Raised Dahan at 10:30 a.m. True wind.
Bound someway the Arctic Ocean.
Thursday April 8th 1880.
Commenced with fine weather and strong trades arrived off Dundalea Bay and Capt. O. Owen came on board and took charge of the Mary and Helen finished all sail got up steam and went into the lee and made ship fast to Middle Port fine all hands on shore Latter Part held on oil on shore all hands busy in restoring ship and getting on board stores. Hurrying to get out. Thursday.

Friday April 9th 1880.
Five employed in taking on board Potatoes and other stores. Middle Port fine all hands on shore Latter Part fine all hands employed in taking in coal and stores. Thursday.

Saturday April 10th 1880.
Commenced with fine weather and light trades all hands taking in coal Middle Port fine all hands on liberty Latter Part fine employed in taking in coal. Thursday.

Sunday April 11th 1880.
Commenced with fine weather and light air, finished coaling at 4 Pm and got ship ready to go. Kit side took a pilot at 5 and chart off the lines. Discharged the pilot at 6 Pm. Middle Port standing off west on 7° Diamond Head Latter Port fine weather and fresh trade clearing up the days showing anchors and E Capt. came of at 11 A.M. with some more men and as Situate and kept the ship off to the westward.

Thursday.

Log 158 29 W.

Steamer Mary & Helen L. B. Owen Master

Monday April 12th 1880.
Commenced with fine weather and fresh trades steering N by W. Under all possible sail Middle Part fine weather and light trades steering W by S ½ S under all sail passed Pt. de Salles Ledge. Part fine weather steering from N to NNW employed in lining ship and other necessary work. Passed Smalls Island. Thence to N

Lat. 22° 00' N
Long. 166° 35' W

Tuesday April 13th 1880.
Commenced with fine weather and fresh trades steering N NW. Middle Part fine weather and strong trades steering S W by N at 12 head Bird Island. Latter Part slowed down spoke anchor and put out cuttier stage

Thence to Lat. 24° 12' N
Long. 168° 35' W

Wednesday April 14th 1880.
Commenced with fine weather and strong trades steering N NW employed in making out S B Brit. Smalls Island. Latter Part fine weather and fresh trades steering NW. Latter Part same watch employed in necessary work. Thence to

Lat. 27° 12' N
Long. 166° 35' W

Thursday April 15th 1880
Commenced with strong trades steering NW employed in necessary hose at the ship. Middle Part strong trades steering NW by W. Latter Part moved the same course. NW by W watch employed in fitting the ships for Molina.

Thence to

Lat. 30° 47' N
Long. 168° 35' W
Bounded towards the Arctic Ocean.

Friday April 16th 1880.
Commenced with fine weather and fresh trades, steering N.W. by N. Middle Point, fine weather and fresh breeze from S.E. steering N.W. by N. Latter, racing and strong S.W. wind, steering N.W. by N. under all sail. The Endeavour.

Lat 33° 37' N
Long 170° 03' W

Saturday April 17th 1880.
Commenced with rain, weather and fresh breezes from S.E. to N. steering S.W. by N. under all sail. Middle Point Strong gales from the N.W., ship close hauled to the West and under lower tacks. And from S. Middle Point more moderate wind S.W. & ship close hauled made some sail. The Endeavour.

Lat 34° 42' N
Long 171° 08' W

Sunday April 18th 1880.
Commenced with fine weather and fresh breezes from E. N.E. Ship close hauled to W. by S. all prudent sail all. Middle Point light airs from N.W. ship close hauled to N.W. latter part foggy weather and light airs from North at 3 am got steerage and fueled all sail, steering W. by N. The Endeavour.

Lat 36° 36' N
Long 171° 18' W

Monday April 19th 1880.
Commenced with light airs from S., steering N. by W. ship under steam. Middle Point fine weather and light westerly winds steering N. by W. under steam. Latter part, light breeze from the West at 5 am blew off the boiler and made all sail, steering N. by W. The Endeavour employed in making a course west and other work. Thursday. Lat 39° 02' N
Long 171° 49' W
Steamer Mary & Helen C. Owen Masters

Tuesday April 20th, 1880.

Commenced with fine weather and light breeze from the North. Middle Part fine weather and light winds from the North steering N by W, W by N. Latter Part fine rain and light breezes from the SW steering N by W. True north 25° east.

Wednesday April 21st, 1880.

Commenced with light southwesterly wind steering S by W 4 W employed in building fore stay sail and making a course west. Middle Part strong westerly gale steering W 1/2 N and all hands at sail. Latter Part the same.

Long 170° 58 W

Thursday April 22nd, 1880.

Commenced with strong gales from W to NW ship close hauled to the Northwest under easy sail. Middle Part. In moderate gale all sail. Wind from NW. Latter Part fine weather and light airs from N at 7 A.M., more ship to the Northwest all hands employed in filling cross nests and pressing S. B. Boat. True north.

Long 171° 05 W

Friday April 23rd, 1880.

Commenced with fine weather and light winds from N, S W steering N W. W by N under all sail. Middle Part fine weather. Latter Part fresh gales from the S SW steering N W W under all steering sail. True north.

Lat. 48° 33 W

Long 172° 22 W
Saturday April 24th 1880.
Commenced with fine weather and fresh breezes from the South steering N by W. By midday North and West. Middle Part fine weather and fresh breezes from middle gales, Gales mixed. Latter Part hazy weather and fresh breezes from N. N W. ship sloop hauled to the N W. watch employed in bringing out ship. True ends. Lat 51° 29' Long 173° 16' W

Sunday April 25th 1880.
Commenced with hazy weather and light N W winds ship close hauled on direct course. Middle Part thick weather and light easterly winds ship close hauled on different tack. Latter Part fresh breezes from East, ship coming to windward under steam and sail. True ends.

Monday April 26th 1880.
Commenced with fresh breezes ship working to windward under steam and sail at 4 P M. passed to the East of Signa Isle and kept the ship off 71° W. Middle Part strong gales from E steering E W under sail. Latter Part the same employed in breaking out and restoring the hold. True ends. Lat 55° 13 W Long 175° 44' W

Tuesday April 27th 1880.
Commenced with strong gales from E steering N W under all quadrant sail. Middle Part heavy gales from N W. To S W. Steering N W course down to lower latitudes. Much rain and snow. Latter part much the same set. True ends. Lat 58° 47' W Long 179° 27' W.
Commenced with strong N.E. wind, steering from N.W. to N.N.W. under well prudent sail. Middle Part fresh gale, from S.W. steering W.N.W. 19 Dec. TRUE IN all but low ebb tides, and having had N.W. Latter Part fresh S.W. gales with wind at 3 a.m. Next, ship off N.W. W. made 24 prudent sail. TRUE IN.

Thursday, April 27th, 1880.

Commenced with strong S.E. winds, steering N.W. W. with wind and rain at 5 p.m. raised the ice and came down to by 2 lower thirds. Middle Part thick weather lying off and on the back. Latter Part the same.

Friday, April 30th, 1880.

Commenced with fair weather and laying off and on the back. Middle Part the same. Latter Part strong NE. winds, at day light raised the ship Rainbow and raced up. Navarino spoke the N. at 11.30. TRUE IN.

Saturday, May 1st, 1880.

Commenced with foamy weather, steering with the Rainbow. Middle Part off and on the back. Latter Part fine fine weather and fresh breezes from N.W. ships in sight all way going in to the large 3 of them boiling and saw several Boreards. TRUE IN.

Sunday, May 2nd, 1880.

Commenced with fine weather and light NE. winds settling in towards North Navarino spoke the Rainbow, Middle Part off and on the back. Latter Part Calm and steady with 500 Boreads. TRUE IN.

Lat. 61° 59' N.
Dr. Bellingham

Monday May 5th 1850.

Commenced with fine weather and calm general Boushead gone and Progress got one Middle Part fine weather at 8.30 A.M. and 4 boats for a Boushead without success returned at 10 A.M. and got again at 3.30 and came on board at 7. Later Part fine weather employed in setting, cutting hales and other work. Thursdays at 61° 55' N.

Tuesday May 6th 1850.

Commenced with fine weather and light airs from SW several whales seen. John Howard got one 11 ships in very little water at 2.30 P.M. put out. Middle Part fine weather and calm. Latter Part fine weather and light SW winds all 4 boats down for whales without success. Thursday she shot Off Cape mowerine.

Wednesday May 7th 1850.

Commenced with fine weather and light WSWly winds shot the Boushead, Norman, Adm. Barker and Grand lowered at 7.30 P.M. for Boushead without success. Progress got a whale to day. Middle Part fine weather and calm. Latter Part some got up stump at 7 A.M. and steamed off shore and got Mr. Grove org 4.40 A.M. out of Bight Holly. Ends at 61° 11' 15'.

Thursday May 8th 1850.

Commenced with light N. E. winds opening slowly Cape mavorine 5.30 very heavy shot the Sea Brigg and Norman. Middle Part fine weather and calm. Sea Sound Latter Part foggy and one light winds from S W during in Towards Cape mavorine under clean and sail. Thurs ends at 61° 14'
Steamer Mary and Alice C. Durney
Friday May 7th 1880.

Commenced with fine weather and light airs steaming N. W. under sail and steam arrived off Cape Cassin at 5 P.M. Capt. Gage came on board to trade middle part light airs and fine weather ship working up towards lake. PIcket Line Letter Port same very little clear water

Saturday May 8th 1880.

Commenced with foggy and overcast weather strong S. E. winds. Capt. Gage came off to trade thos in all S. W. lake. Red bay and ship charting middle part.

Fresh gales from S. W. Ship lying too in the ice with very little water spread aground Letter Port. Slowly going from S. S. W. Ship off and on at Cape Cassin

Sunday May 9th 1880.

Commenced with fine weather and strong S. W. winds. Ship off and on the land. Middle Part blowing hard from the S. S. W. ship working along through ice Letter Port. The Steam got above at 6 A.M. and steamed to windward of all the ice wind moderated and set all sail Lat 63 10 42 Long 179 44 44

Monday May 10th 1880.

Commenced with fine weather and fresh breezes from S. W. Ship done hauled around Cape Maddux at 4 P. M. sighted 2 whalers to westward. Proceeding to eastward we at 5 30 P.M. saw the Bedrock Middle Part fine and light airs ship lying a bow off the past. Letter Port same that 42 one new brace.
In the Bering Sea

Wednesday May 15th 1889

Saw signs of ice in weather but

thick ships going a bit of Middle Part three weather

and light NE winds ship about 600 yards

Latter Part fine weather and light ESE winds

steering off to the N0 saw the Sea Bridge cable in

a whale thus ended


Wednesday May 12th 1889

Commenced with fine weather and light

winds from S at 1 PM thro' NE breeze just out

in 100 mile whole got steam at 4 PM and took

the ice watching to the No for River Bay Middle

Past same Latten Park cuffed too to make a lot of

rope and chain for the ice water ship is

badly broken by the ice Thursday May 13th 1889

Commenced with fine weather and

light NW winds got steam at 2 PM and

sailed again for River Bay very little water

in sight 2 ships in perfect but no chance

for a sailing vessel here Middle Part calm

good fog at under bend and ships in River

Latter Part heavy snow storm steering in towards

the land Friday May 14th 1889

Commenced with thick snow storm and SE

winds saw the land at 9 PM west of River Bay

Middle Part fine weather stood until 12 and

bottomed the fine Latter Part fine weather and

light winds from S SE got steam at 2 PM

and stand along shore the North ward at 2 PM

off the mouth of River Bay.
Steamer Mary E. Owen Master
Sat May 15th 1880.

Commenced with fine weather and light S.S. winds steaming in toward Flory Bay about 8 miles, Middle Part fine weather and light. No winds steaming in to Flory Bay arrived there at 2 P.M. Notice came on Board. Latter Part fine steamed up to Marcus Bay. There in the

Sunday May 17th 1880.
Commenced with fine weather and fresh breezes from NE at 2 P.M. anchored in Sound of Indian Point all 5 boats down cruising for whales, Middle Part light winds from SW got anchored at 3 a.m. and went around Indian Point. Latter Part light airs and calms 4 boats off cruising for whales and returned at 11 a.m. in 1st Sea.

Monday May 18th 1880.
Commenced with calmer weather and northerly at about 3:30 p.m. wind springing up sudden from NE got up steam and took the anchor and stood off shore both saw whales in the Shelf, Middle Part strong waves from WSW ship off and sank Marcus Bay under say sail. Latter Part fine weather anchored off East head of Flower Bay at 10.30. This in Sea

Tuesday May 19th 1880.
Commenced with fine weather and fresh breezes from SW NE two boats off the Three Birds out full and filling Coal bums. Middle Part fine. Latter Part light weather got under weight at 7 P.M. and stood to Westward, returned on board under steam. This in Sea.
Cruising in the Bering Sea

Wednesday, May 20, 1880.

Commenced with fine weather and light NW winds, steaming to N.W. End Bay. Anchored at 2:30 P.M. in Anchor, 10 fathoms, in 10 fathoms of water.

Commenced workin' the line 10 fathoms, and hauled in the line. 10 fathoms at 4:30 P.M. in 7 fathoms. Light, NW winds, and fine weather. Got under weigh at 5:00 P.M. and steamed for St. Lawrence. Floats under all drawing sail.

Thursday, May 21, 1880.

Commenced with fine weather and light NW winds, steaming to N.W. End Bay. Middle Part fine, weather and light, NW winds. Got under weigh at 6:30 A.M. and steamed for St. Lawrence. Anchored in Anchorage Bay at 10 A.M. in 7 fathoms. Light, NW winds, and fine weather. Got under weigh at 6:30 A.M. and steamed for St. Lawrence. Floats under all drawing sail.

Friday, May 22, 1880.

Commenced with thick, Easterly winds, steaming to N.W. End Bay. Middle Part fine, weather and light, NW winds, and fine. Got under weigh at 6:30 A.M. and steamed for St. Lawrence. Floats under all drawing sail.

Saturday, May 23, 1880.

Commenced with fine weather and light, SE winds. Anchored at 4 P.M. off St. Lawrence. Floats under all drawing sail, and caught up with little ice at 5:30 P.M., saw 3 Fortiades, lowered without success. Middle Part light, air and calm, with ice. Came from shore saw one whale and lowered 5 boats without success. Floats under all.
Sunday, May 24th 1880.

Commenced with light south west winds at 1 P.M. raised a bower and stood to the Waikiat Boat two miles alongside and commenced to cut middle part fine and light airs finished cutting at 9 P.M. hove on ship later part thick weather and light winds from north ship hoisting about 1 mile light icy one ship in sight supposed to be the John Holland. This end.

Lat 64.20N
Long 167.22W

Monday, May 25th 1880.

Commenced with very wearey and light north winds middle part fine weather and light winds from north. steered W.N.W. ship by the Bar. John Holland. Later part fine weather and light baffling winds. hoisted to the W. This end.

Lat 64.82N
Long 169.22W

Tuesday, May 26th 1880.

Commenced with fine weather and sailed close with the John Holland at 5 P.M. got up steam steering W.N.W. through 20 miles in middle part thick weather and light winds from the north steering W.N.W. in course to the John Holland watch employed in sailing the John Holland. Later part thick weather and light baffling winds. steering to the eastward until all sail blown off the bows at 7 A.M. This end.

Wednesday, May 27th 1880.

Commenced with clear weather, set up sail 4 P.M. steered 17N for Prince Bay. John Holland in tow. cross the land at 12.30 P.M. middle part fine weather on starboard cleared in and anchored off St. Lawrence Bay in to with John Holland engaged in tending out part. Later part of under weight and stood off shore. This end.
Cruising in the Bering Straits

Thursday May 27th 1880,
Commenced with mild weather and light south winds. Stood in and anchored off Point Bead in St. Lawrence Bay in ice with J. A. Standish's and Helen's Purse. Middle Port their weather and light winds from S. All hands working. Letter Port their own Steam and light winds got under way at 7 a.m. and coned south under steam and sailed all hands employed in towing down Time ends.

Friday May 28th 1880,
Commenced with fresh gales from NE ship tacking all in the ice until 2 a.m. Middle Port gales from S. Plenty of ice ship tacking about in the ice. Letter Port winds and weather the same, steaming for Indian point. Time ends.

Saturday May 29th 1880,
Commenced with foggy and snowing weather at 2 p.m. anchored at Indian Point and got under way at 4 p.m. steaming for Dover Bay in ice with the same and Fransicca. Middle Port fine weather and fresh winds steering towards. East Head anchored at 12. Sailed in 11. Snowing and uncleared all sail. Letter Port fine weather and light ESE gales steering got ship under way at 7 a.m. made all sail steering westerly. Time ends.

Sunday May 30th 1880,
Commenced with fine weather and light NE winds got clearer at 4 p.m. steaming to the WCT Ward Point, contracting Sachem. Middle Port fine and calm, steaming towards left. Steaming arrived there at 3.30 a.m. and noticed sail natives reported no whales. Letter Port light north winds steering to eastward along the land. Time ends.
Steamer Mary 8 Helen L. C. Owen Master.

Monday May 31st 1880.

Commenced with fine weather and light N.Easterly winds steering to the Eastward along the land at 2 P.M. until the Bar. Head, Middle Part and Little Bar light-West winds steering to the Eastward along the land 2 ships in sight. Fine and moderate.

Tuesday June 1st 1880.

Commenced with fine weather and fresh breezes steering to the Eastward until 10 A.M., then steering up the river, at 3 P.M. anchored in 18 fathoms, water over. Bar Head, Middle Part and Little Bar light. At 3 P.M. got ship under weigh and stood out towards St. Lawrence Island under sail with fresh from W. Little Bar. Sails down from 9 E's steering towards St. Lawrence Island. Fine and moderate.

Wednesday June 2nd 1880.

Commenced with light gale from the East at 5 P.M. anchored off SW Cape and native came on board and offered us Bar Head, Hunter and Helen Bay or Co. Middle Part fine weather and light Easterly winds at 9:30 A.M. got ship under weigh and stood out until morning, Little Bar fine weather and fresh breezes from 9 & 8 ships close hauled to the land. Fine and moderate.

Thursday June 3rd 1880.

Commenced with fine weather and fresh Easterly winds. Ships close hauled working up the Straits at 5 P.M. Ship Bar, Hunter, and 9 gave up Middle Part fine weather ships working up the Straits under all sail with 9 E's Santa, Little Bar fine weather and fresh breezes from 9 & 8 this close hauled working up the Straits, King Island and north of ice and devil严格的
Friday June 4th 1880
Commenced with fresh NE winds ship close hauled working up Boring Straits Middle Port the evening of Wednesday at 5.40 P.M. passed ship off South Head Latter Port fine weather and free gales from N.N.W. anchored off North Head at 11.30 A.M. True end

Saturday June 5th 1880
Commenced with fine weather watching log as necessary work several ships came in and 2 of them the Tom Pole and Simon were boiling Middle Port fine weather got ship under weigh and stood across to Boring at 5 A.M. found all 5 boats for shore work with out success Latter Port clearing while came on board at 11 A.M. True end

Sunday June 6th 1880
Commenced with fine weather and light northerly winds ship working up to East Cape 8 ships in sight. Middle Port fine weather and light gales from North ship off and on the ice Latter Port fine weather and light gales from North anchored at 11 A.M. off Cape Luthe for water True end

Monday June 7th 1880
Commenced with calmer weather and fine weather all hands employed in getting water Middle Port the same got 2800 Gold Latter Port got up the anchor and steered to the East True end
Tuesday June 3d, 1880

Commenced with fine weather and fresh breeze from the South. Sailing off shore to the Eastern side of the Bar. hull at 10:30 A.M. under a strong north wind. Ship working up the Strait under a west. Middle Part Fine weather and strong breeze from W. Ship sailing upward towards Cape Sighting passed East Cape at 8:30 P.M. Little Port fine and calm. Notice 1000 Sea Breezes. Helen Dry and RainBow at distance of the missing ships and light breeze. All ships trying to get around the ice. Blue Ice.

Wednesday June 9th, 1880.

Commenced with fine weather and whole gale breeze from W. Ship working up the Strait. Middle Part fine weather and fresh breeze from W. Ship working upward towards Cape Sighting passed East Cape at 8:30 P.M. Little Port fine and calm. Notice 700 Sea Breezes. Helen Dry and RainBow at distance of the missing ships and light breeze. All ships trying to get around the ice. Blue Ice.

Thursday June 10th, 1880.

Commenced with fine weather and light baffling winds starting to the West. under clear sky. Middle Part fine and fresh. Ship working upward W. N. W. under all sail. Passed the island at 6 P.M. Little Port fine weather and strong. Ship working toward Point. Notice plenty of clear water. Blue Ice.

Friday June 11th, 1880.

Commenced with fine weather and light winds from SE. Approached the W. N. W. for Point. Sailing at 5 P.M. arrived off Point. Sailing and noticed a strong gale wind. North wind off shore under strong and gale. Letter Port. Notice and light breeze from Port. Ship working along the face of the Ice. Blue Ice.
Cruising in the Arctic Regions

Saturday June 12th, 1880.
Commenced with fine weather and fresh breezes from N. Ships close-hauled on different tack. Middle Part rainy and fresh breeze from the West about 4 ships close-hauled on different tack. Latter Part fine weather and fresh breezes from W. Ships one hauled to the West and one to the West and very little ice in sight. Lat. 67° 49' N.

Sunday June 13th, 1880.
Commenced with fine weather and fresh breezes from W. Ships close-hauled working to the West. Middle Part the same. Latter Part fine weather and light breeze from N. Ships close-hauled to the South. At 9 a.m. 12° from the 120-Mile line no ice in sight. Same-times raised East Cape and George. This ends.

Monday June 14th, 1880.
Commenced with fine weather and light westerly wind. STEERING TO THE SOUTH at 12.30 and 4 ships Navigating. Middle Part working up to the ships. Latter Part working up. J.S. North. Proceeding to Norman from 3700 miles. Made Latter Part light airs and calm. Ship working to the West.

Tuesday June 15th, 1880.
Commenced with light wind from W. Ships working to the West and all sail. Middle Part thick and fresh breeze from the West. STEERING N.W. Latter Part fine and light. Southwesterly winds employed in reducing lat. got 10. This ends.

Lat. 67° 32' N.
Wednesday June 15th 1880.

Commenced with fair weather and light air

caling employed in Fancing in to with the

B. Rainbow spoke the Hunter and Big Brother

got to Wellum Middle Part strong Southerly

Winds employed in clearing up the Villaus Bluffs

Latter Part fine weather and fresh breezes

from the N.W. ship close hauled to the J.B.

several ships in sight. Time ended 67.47

Thursday June 17th 1880.

Commenced with fine weather and

fresh breezes from the N.W. ship close hauled

to the N.W. at 4 P.M. spoke the Blue Lagoon and Rainbow

Middle Part ships off guard on the fast Cape

Compass in Yacht Latter Part Fine weather

and light breezes from N.W. ship working

among the Ice at 9.30 raised a Consound throwed

5 boats and Stock to the L.B. at 10 A.M.

Fine came out True ends

Friday June 18th 1880.

Commenced with fine weather and light

winds from N.W. Ships working ang ice

looking for whales at 5 P.M. spoke B. Helen

Mar and Rainbow Middle Part fine weather

and fresh breezes ship working among ice

Latter Part whole said Breezes from N.W. Ships

working up to Point small along the free Ice

Rainbow. 60 True ends
Cruising in the Arctic Ocean

Saturday, June 19th, 1880.
Commenced with fine weather and fresh breezes. ship beating up to Point Hope at 6 P.M. Bower's 5 boats didn't get in. Middle. Part fine weather and fresh breezes from S. Ship working into Lutter Part. Bower strong with snowfall. Helen gave a broadhead. This ends.

Sunday, June 20th, 1880.
Commenced with strong southerly winds and rain. ship lying ashore around the ice. Middle Part fine weather and light N.W. winds. Ship working up to Cape Thompson. Lutter Part the same employed in boiling water. turned up 23 into S. fir.

Monday, June 21st, 1880.
Commenced with fine weather and light N.W. winds. ship working up to Point Hope. Middle Part fine weather and light S.W. winds. Lutter Part cloudy weather and fresh breezes from S. to S. S. ship working to windward. This ends.

Tuesday, June 22nd, 1880.
Commenced with fine weather and light S.S. winds. Ship alone handled in clear water. Middle Part foggy weather and calm. Lutter Part fresh breezes from S.S. S. ship working to the west side along the ice. This ends.

Wednesday, June 23rd, 1880.
Commenced with fine weather and while sail breezes from S.S. S. Ship alone handled to S.W. Middle Part fine weather and light airs and calms. Plenty of ice to the northward. Ship. Lutter Part calms and thaws for broke the Pom. Pipo 400 lbs this season. This ends.
Stamer Mary & Helen C. Owen Master

Thursday June 24th 1880.
Commenced with light airs from S and thick fog employed in keeping Main topsails drifted in, ship lying about 300. Middle Part thick fog leaving 1000. Little Part fine weather and steel hatches raised. At 11 the ship close hauled, on dim lights spoke the schooner "True Endeavour".

Friday June 25th 1880.
Commenced with fine weather and steel hatches raised. At 10 the east, spoke the Roman and Helen Main Middle Part fine weather and light winds, ship putting to the S.E. Little Part fine and light. Towards ships coming up along the land, boat was up from Cape Hope. The steamer "True Endeavour" trawling near board of the ship.

Saturday June 26th 1880.
Commenced with fine weather and light winds from S.S.E., steering along the land towards Cape Eucumbene. Water employed in making Main topsails. Middle Part fine and calm. Little Part much the steamer "True Endeavour" employed in washing came down from Cape Hope.

Sunday June 27th 1880.
Commenced with fine weather, calm.
Put steam at 2 P.M. and steamed past Point. Point Hope anchored at 6 P.M. Middle Part fine, calm, watches getting wood. Little Part fine and light. The winds rose and up at 4 P.M. and steamed up to Cape Eucumbene until wood could get no further. "True Endeavour".
Cruising in the Arctic Ocean

Monday, June 28th, 1880.
Commenced with fine weather and light NW winds coming to the South at 2 PM made fast to the ice. Ice and commenced getting wood Middle Part fine and calm all hands getting wood. Latter Part fine and strong NW gale. NW made sail at 7.30 AM and arrived to the South. True NSE.

Tuesday, June 29th, 1880.
Commenced with fine weather and strong NW winds ship working to wind at 3 PM made sail to the ice by 6 PM. Made and just S W Point Hope. Middle Part fine and calm from all hands. Stowing down wood.

Wednesday, June 30th, 1880.
Commenced with fine weather and fresh gale of wind from NE employed in getting an ice that was ready above the sloop. Alcedo. Sailed 2nd, 3rd, and 4th Middle Part fine and more on deck employed in getting provisions from Helen. Arrived at board the following: 322 1/2 Dredge 12 bbls of flour & 3 bbls beef & 3 bbls pork & 51 bbls contain-

Cape Lisburne True NSE.

Thursday, July 1st, 1880.
Commenced with fine weather and light Sering winds and plenty of clear water. At 4 PM Maj. several still house hands lowered several 5 boats and assisted to the WB. Middle Part Cuttig in. Latter Part. Strong North winds raised whales and lowered again and got back again to the WB. Middle Part fine and light winds. Suddenly and cut in. True NSE.
Steamer Mary A. Helen L. C. Owen, Master.

Friday July 2nd 1880.
Commmenced with fine weath and calm got steen and steamed up to Cape Helvonne and came back again tooter Part fine and light arogon wtht raised Whales loging and lowered 5 boats and signed to the P. P. anchor and out in True Inde

Saturday July 3rd 1880.
Commmenced with fine weath and light arogon Wtht all hands cutting up blankets and bone Middle Part fine weather and light E. N. winds at 7 P.M. shoro under weigh and run off to the South hand the Aborn Barker take a whale Latter Part fine at 6 A.M.  star the Aborn Barker True Inde

Sunday July 4th 1880.
Commmenced with fine weath and fresh breezes from North shor cloe hauled on 8/100 at 8 P.M. lowered 4 boats for a whale without success at 9.30 P.M. spoke the Fleet Wing Middle Part fine weather and light breeze from N. W. at 3.30 P.M. lowered 5 boats for a whale and the fleet wing got one got steen and chased the whale until 10 lowered 5 boast again and lost run of them True Inde

Monday July 5th 1880.
Commmenced with fine weath and light S. N. winds steaming and running towards Point Hope at 6.30 P.M. sign to the Aborn Barker all hands breaking out Middle Part fine weath and calm taking out Latter Part same steaming among see looking for whales True Inde
Cruising in the Arctic Ocean.

Tuesday, July 6th, 1880.
Commenced with fine weather and light, easterly winds, awaiting for chance under steam and sail. Middle Part fine weather and fresh breeze from W. ship off and in the land. Latter Part anchor to stay down whilst W. weather fine and the ship in sight. Time ends.

Wednesday, July 7th, 1880.
Commenced with fine weather and fresh breezes from W. ship to anchor all hands. Thereupon go out Middle Part and Latter Part. Torn to a sail and anchor at 7 a.m. got ship under weigh and anchored at 11 a.m. to get wood. All hands to get wood. Latter Part wind and weather. Time ends.

Thursday, July 8th, 1880.
Commenced with fine weather and light, easterly winds from SW. ship to anchor. Groin Middle Part wind free and up furled sail. Latter Part strong SW. wind. All hands employed in slowing down. Time ends.

Friday, July 9th, 1880.
Commenced with fine weather and strong breezes from SW. all hands slowing down and trying out at 7 a.m. got ship under weigh and run down towards Cape Liburne. Middle Part high gales, steering and going to the N.W. Latter Part wind abate and weather the same anchored at 10 a.m. in 4 fathoms water.
Saturday July 10th 1880.
Commenced with fine weather and strong gales from S0 all hands felling out ship anchored over Cape Beaufort. Middle Part strong breezes from the S0. Watch employed in towing down Latter Part foggly and rough weather and galley of the ship clos'd at 7 a.m. and cleaned to 9 a.m. as far as the sea would permit.

Fell in.

Sunday July 11th 1880.
Commenced with cold weather and fog at 1 P.M. got the ship ashore on a sand bank carri'd out starboard anchors and a small hedge and prawd her off and anchored at 3.30 in 4 fathoms water all boats sent after wood. Middle Part foggly watch watch employed in wooding. Ship under weigh at 7 a.m. Latter Part standing to the north under steam. And watch employed in scraping hone. Fell in.

Monday July 12th 1880.
Commenced with fine weather and fresh breezes from the Westard closing to the South wind. Stand and sail at 2 P.M. furl'd all sail raised fore and aft. Boats at the same time bawled all 2 Boats and struck to the boat and lost a line Cape, distance 100. Fall 10 dist 25 miles. Middle Part employed in chasing whales. Latter Part the same part of whales but no wind to strike head.
Cruising In the Arctic Ocean

Tuesday July 13th, 1880
Commenced with fine weather and plenty of whales at 2 P.M. Struck to the B.B. at 10 P.M. Two to the L.B. and the B. on came out at 1. Struck to the Bow Boat and saved them both on board and commenced to cut Middle Part fine all hands cutting. Latter Part same finished cutting at 10.30 Thus ends.

Wednesday July 14th, 1880
Commenced with fine weather and calm saw 4 bowheads all hands went below to sleep called them in one hour and lowered 5 boats and struck to the WB took whaling aside and cut him at 3.20 a.m. struck and got another to try a boat and cut him Cape Light in sight by W course 30 miles plenty of whales and ice Thus ends.

Thursday July 15th, 1880
Commenced with fine weather and calm all 5 boats chasing whale. Middle Part fine and fresh NW winds ship drifting with the ice thick fog at 6 a.m. and commenced to boil Latter Part fine weather and light wind from SW. All 5 boats down chasing whale. Thus ends.

Friday July 16th, 1880.
Commenced with fine weather and calm whale employed in boiling Middle Part soon fog and light. Waterly winds saw 4 whales covered without success. Latter Part thick weather and calm whale employed in boiling. Thus ends.

Saturday July 17th 1860.
Commenced with thick rainy weather and calms got chagne at 3.30 and steams to the N. W. at 10 P.M. lowered for 2 weeks set in, fairly and came on board Middle Part thick fogging. Little Part fine and light southern winds coming to the SW all hands boiling and stoving oil. Three ends.

Sunday July 18th 1860.
Commenced with fine weather and light SW winds steaming N.W., all hands stowing down Middle Part, Strong SW winds chipping shot sail hoisting Little Part got steam and cleaned up. As the land came made to the ship fast to the ice, all hands employed in boiling, scraping, lene and other.

Monday July 19th 1860.
Commenced with fresh gales from N.E. let go of the ice and stood out sides, employed in boiling, stowing down and scraping line. Middle Part strong breezes from the S.E. ship close hauled under clean sail working to westward employed in trying out Little Part much the same. Ship working ice all hands scraping line and trying out. Three ends.

Tuesday July 20th 1860.
Commenced with fine weather and light westerly winds ship working in weather, Line being anchored at 5 P.M. in 5 fathrons of water 30 fathoms chain Middle Part fine and calm all hands scraping line and trying out Little Part fine and calm all hands stowing oil, trying out and scraping line. Three ends.
Wednesday, July 24th, 1850.

Commenced with light airs and calm all night, towing down off Middle Part fine weather and fairly breezing. S.S. ship to 6 m. anchors as portchain set. Latter part fresh gales from SE and fine weather watch employed in deepening line and trying out at 11 A.M. have up the anchor and cleaned around on the north side of Cape Lisburne. Then ends.

Thursday, July 25th, 1850.

Commenced with strong gales from SW. and hoisted at 4 P.M. watch employed in trying out and scraping some middle part strong gales from SW. ship with both anchors ahead latter part running and equally watch employed in boiling and ends.

Friday, July 26th, 1850.

Commenced with foggy and rainy weather and light gales which blew up the 2d anchor watch employed in boiling at 5 P.M. shot the Relief past from San Francisco at 10:30 P.M. at anchor under weigh in account of the ice and anchored off the Cape Lisburne and lay down at 6 A.M. at sometime raised the Legal Tender coming in to an anchor took up our anchor and found the stock broken off it in and but put another went out and towed in the Legal Tender ends fine gales and anchored 6 miles South of Cape Lisburne and by hands cooping oil. Then ends.
Saturday July 24th 1880
Commenced with strong south winds, both ships got under weigh and anchored off Cape Estelene all hands scraping some Middle Part and the same Latter Part more moderate. True ends

Sunday July 25th 1880
Commenced with strong S. West at 5 P.M. got up anchor and steamed along side of the L. Tender; it shipped some Middle Part fine weather shipped 326 lbs of oil and finished at 5 a.m. Latter Part find all hands turned in

Monday July 26th 1880
Commenced with light S. W. winds all hands employed in washing bone and filling oal. Hunters. Middle Part light S. N. W. winds watch employed in washing bone Latter Part calm all hands washing bone. True ends

Tuesday July 27th 1880
Commenced with thick fog and calm, watch employed in washing bone 4 P.M. hove up anchor and went about, outside Cape Estelene Middle Part thick fog and light southerly winds finished the bone at 7 P.M. Latter Part foggy and rainy weather all hands trying to dry bone and making it. True ends
Cruising in the Arctic Ocean

Wednesday July 28th 1860

Commenced with thick rain, very heavy and light winds from E.S.E. at 12.30 p.m. ship under weigh and steering by the North west sail in eight watch employed in working on line and setting up castles at 3.00 P.M. got to the North East Whaling Harbour and the Port Lega Tender watch employed in driving bone in cabin and furnaces in the forehead. From 9.00 to 12.00 P.M. steered Westerly. From 12.00 to 3.00 P.M. steered to the Eastward in Comitte Lega Tender, and Coral Whales

Thursday July 29th 1860

Commenced with strong south winds and much rain close hauled to E under centerboard sail. Four watch employed in drying bone and handling at Lat. 77° 31' and longitude 1880 miles in front of the Lega Tender. This ends

Friday July 30th 1860

Commenced with fine weather and light S.E. winds finished the bone put 100 bundles on board the Lega Tender, and finished at 2 P.M. and got homeward and steered to the North. Middle Part fine weather and fresh breeze from S.W. steering N.W. 3 by 2. Watch employed in filling the coal hulk. The Western, and the wind and weather the same as the last, heavy ice at 8.30 to the North and misty wind to the West. This ends at 7.00 P.M.
Saturday July 31st 1880.

Commenced hailing weather and strong breezes from SW. Ship alone anchored to the west. Watch employed in necessary work. at 5 PM lowered 4 boats for whale and struck to the W.B. took in along side of at PM. Middle Part cloudy and strong southerly winds came to cut at 9 and finished cutting at 12.30 watch employed in clearing away head. Letter Part wind and weather the same. This watch employed in scraping bone Thursday.

Sunday Aug 1st 1880.

Commenced with hailing weather and strong southerly winds ship close hauled indifferent tack. Middle Part the same as yesterday. Letter Part wind and weather the same much rain employed in splitting wood and breaking out stover. Thursday.

Monday Aug 2nd 1880.

Commenced with fresh S.E. winds with rain ship close hauled on different tack. Middle Part thick fog and middle rain light. S.W. winds. Letter Part light westerly wind with heavy rain. Ship close hauled to the north. At 10.30 raised south coal whaling and saw her get one. This ends.

Tuesday Aug 3rd 1880.

Commenced with cloudy weather at 1 PM. lowered for bowheads without success. Watch employed in boiling at 6 PM lowered again without success. Middle Part thick weather and north wind. During Letter Part fresh breezes from N.W. striking to the west of wind. Clean and sail at 11.30 raised bowheads. Neue ends.
Wednesday Aug 4th 1880
Commenced with windly weather and light winds from the Southeast at 1 P.M. lowered 5 boats for whales without success came on board at 3 P.M. all sail cleaving to the SW after them at 5 P.M. lowered 4 boats and got one to the 2 B and one to the W.B. took them alongside and commenced to cut Middle Part Strong gale from S.S.W all hands cutting Latter Part fine weather and strong S.S.W. gale finished cutting at 8 a.m. This ended.

Thursday Aug 5th 1880
Commenced with fine weather and strong S.S.W gale all hands clearing up the ship. Middle Part more moderate and the gale take a whole Latter Part hick fog and light S.S.W. winds ship working to the West at 11 a.m. Spoke the Leazel Tender watch employd in boiling Tungends.

Friday Aug 6th 1880
Commenced with hazy weather and light airs and calms lowered all 5 boats for Podheads at 1 P.M. and got me to the W.B. one to the S.B. Middle Part hazy and calms employd in cutting up the 2 whalees Latter Part calms and hazy weather at 11 a.m. Spoke the Leazel Tender watch employd in clearing away Tungends.

Sat Aug 7th 1880
Commenced with fine weather and calm watch employed in clearing away Head and boiling. Middle Part fine calms and light airs and calms employed in boiling and cleaning of our saw the gale take a whole Latter Part fine and light winds from S. Plenty of whales and very dry all 4 boats cleaving. This ended.
Steamer Mary & Helen L. C. Owen Mears,

Sunday Aug 8th 1880.

Commenced with fine weathere and light
NW winds whipper hauled a few whale
in sight going to the SW squint watch employin
in boiling Middle Part filler and watch employin
employed in boiling Latter Part fine weather and
light breezes from NE steaming to the SW
at 2 P.M. raised plenty of Bowheads and lowered
all 5 boats and druzed to the S.B.B. W.B. & S.B.
3 large whales took them along side Thursday

Monday Aug 9th 1880.

Commenced with fine weather and
light Easterly winds all hands dressing out
between decks and cutting in Middle
and Latter parts the same plenty of whale
in eight we have now 7 Whales in Three hours
Thur ends

Thursday Aug 10th 1880.

Commenced with with thick rainy
weather finished cutting in at 5 P.M. Middle
Part thick fog and rain all hands employed
in boiling! Latter Part thick fog and light rain
from 3 to all hands employed in boiling and
stowing down at 11 a.m. anchored off Cape Bolile
 Thur ends

Wednesday Aug 11th 1880

Commenced with fine weather and calm
all hands stowing and boiling nativer canoe
on board Middle Part fine weather and light
Easterly winds watch employed in boiling Latter Part
fine weather and calm all hands employed in
boiling and stowing down Thur ends
Cruising in the Arctic Ocean

Thursday Aug 12th, 1880.
Commenced with foggy weather and light airs and calms. All hands busy loading and storing
wood. Ship at anchor at 8 a.m. in position with a lot of trade wind and East. Brought some
Middle Part foggy weather and light airs and calms. Latter Part thick weather and calm. Employed
in breaking out coal and wood. That night

Friday Aug 13th, 1880.
Commenced with thick fog and fresh breeze from NW. at 1 P.M. in anchor and steamed to the
northeast a little way, anchored again at 3 P.M.
Middle Part fresh breezes from NW. to WNW. all hands
working and storing down main hatchet. Latter Part
foggy weather and fresh variable winds. Took the
anchor at 8 A.M. and steamed up to Point Belcher
saw the Sea Breeze off shore. Stole a whale also 3 other
whales graving for whale. Employed in working
coal. That night

Saturday Aug 14th, 1880.
Commenced with strong SE winds all hands
working and storing down saw the Eliza standing
gently with wood. Middle Part fine weather and
light winds employed in boiling screw the Sea Breeze 9 whales rejoined the fleet and became
Latter Part thick weather and strong NE winds
all hands storing down and boiling

Sunday Aug 15th, 1880.
Commenced with thick fog and strong NW
winds. Breaking main hatchet and boiling. Middle
Part thick fog and strong East winds with
employed in boiling. Latter Part thick fog and
strong East winds all hands employed in breaking out
and setting up chokers. That night
Monday Aug 16th 1880
Commenced with very weater and strong easterly winds all hands employed in setting up hoes and other necessary work, at 7:30 took ship on shore near a watering place Middle Part thick weater and strong gale from E. Latter Part much the same 2 boats on shore getting water. Thus ends

Tuesday Aug 17th 1880
Commenced with strong gales from E employed in boiling Middle Part thick weater and strong NW winds all hands sociable and running out of Natchitoches. Latter Part more moderate fog some shore getting off water. Thus ends

Wednesday Aug 18th 1880
Commenced with fine weater and light air from Eastard Cape St. Isaac Beegee whale left her here some Portage. Middle Part thick weater and calm. Latter Part fine at 7 am got ship under weigh and cleaned off shore plenty of whales 5 boats down cleaning True in So

Thursday Aug 19th 1880
Commenced with light airs from W all boats chasing whales BB steady and the gale came out Middle Part employed in beating out Port Res. Latter Part fine and light airs and calms all boats chasing plenty of whales but no wind. BB struck stand and comes out SB struck and killed the whale took them along side Puerco
Cruising in the Arctic Ocean

Friday Aug. 20th 1850.
Commenced with thick fog and light NW winds, all hands cutlass in Middle Part towing. Core full thick fog and calm anchored ship off Piggy Bay in 10 fathoms at 9 P.M. Latter part thick fog and light airs closing down to Port Park and boiling Thule Ende.

Saturday Aug. 21st 1850.
Commenced with thick fog and light WNW winds got ship under weigh at 1 P.M. and stood for Point Smith. Middle part thick weather and light NW winds anchored off Point Smith at 3 p.m. in 7 fathoms employed in boiling. Latter part thick weather and light South winds at 7.30 am. got under weigh and stood up to Point Barrow and anchored in 42 fathoms at 9 a.m. Suppose the Shonen Classic 6 whales this season Thule Ende.

Sunday Aug. 22nd 1850.
Commenced with thick fog and fresh South winds ship at anchor steering off for home. at 3 P.M. got under weigh for Cap Johnson Middle part thick fog steering along shore to the South and trading with the natives anchored at 4 a.m. Latter part ship under weigh steering south and boiling calms and foggdy weather.

Monday Aug. 23rd 1850.
Commenced with fine weather and calm, steering to the Southerly. at 3 P.M. lowered 5 hants for whales and steer 7.30 P.M. to the B.B. Middle part towed whale to the ship and cut him into 3 parts and two more hants lowered 4 hants at 8 a.m. and steered to the B.B. thus inces cut the whale in three unde.
Stinner Mary & Helen L. G. Owens Master.

Tuesday Aug 24th 1880.

Commenced with strong northerly winds clearing to the SW. at 6 PM lowered 4 boats and proceeded to the W.B. Middle Pt.

Strong breezes and for 4 days by the whole.

Latter Part cloudy and strong northerly winds employed in cutting. Whale killed finished cutting at 8 and lowered again and struck again at 11 am. to the L.B. Thunderbird.

Wednesday Aug 25th 1880.

Commenced with fair weather and fresh breezes from the north east. The whole to the ship and cut. Keeper saw the sea three times and the cutter Thomas Brown taking both Middle Part clearing away the head and jumping ship and other peces they found. Latter Part fine weather and light northerly winds ship off Point Franklin the 30th 10 miles from land. Thunderbird.

Thursday Aug 26th 1880.

Commenced with light northerly winds clearing to the south east. Saw several whales and lowered 5 boats without success anchored at Point Belcher in Co with the ship. Middle Part fine weather and light northerly winds employed in getting wood and bailing. Latter Part fine and light winds from W & got ship under weight and stood off shore saw whales and lowered 5 boats.

Friday Aug 27th 1880.

Commenced with fine weather and light N. winds at 1 pm lowered all boats and struck the B. spilled the cutter Thomas Brown took whale to the ship and lowered all sail and stood in new Point Belcher and anchored. Middle Part fine and light N. winds cutting the whale. Latter Part foggy and fresh N.W. winds 2 boats chasing whale with no success of his ends.
Cruising in the Arctic Ocean

Saturday, Aug 28th, 1880.
Commenced with fresh breezes from W & E and thick fog at 2 P.M. for lifted a latter lowered 5 boats and steered to the B.B. & S.B. plenty of large whales and still took them alongside at 9:30 and steamed in, and anchored off Point Belcher in 7 fathoms. Middle part foggy weather and strong N.W. winds all hands asleep. Latter part hazy weather and strong N.E. winds all hands cutting the whales. The day ended.

Sunday, Aug 29th, 1880.
Commenced with cloudy weather and strong N.W. wind; all hands boiling; Middle part wind and weather the same employed in boiling. Latter part, strong breezes, employed in trying out; and cooperage, oil at 9 a.m. off whale off shore lowered 2 & 3 boats and strolled to the latter and took the whale alongside the 2 boats.

Monday, Aug 30th, 1880.
Commenced with strong breezes from the North all hands cutting in the whale andharbing bread; Middle part cloudy weather and strong breezes from North employed in trying out; Latter part strong breezes from N. at 4:30 a.m. lowered 2 boats for whale and strolled to B.B. and took him along side and commenced coopering oil. The day ended.

Tuesday, Aug 31st, 1880.
Commenced with cloudy weather and strong N.W. wind; all hands cutting in 2 boats chasing whale. Middle part cloudy weather and fresh North winds employed in trying out; Latter part wind and weather the same; at 8 a.m. took the anchor and stood off chase all 4 boats down for whales without success. The day ended.
Wednesday Sept 1st 1880.

Commenced with cloudy weather lowered 4 boats for whales and struck a large cow whale to the W.B. This one fell or thing and made us 27 whales in 2 months. Middle Park fine weather and fresh NE winds anchored at 6 P.M. in 6 fathoms water employed in starting mast over board and mauls men trying out Lassetter part th' goad and raising ship under weight steering to the Sound for cuttin.

Thursday Sept 2nd 1880.

Commenced with fine weather all hands cuttin and steering away the head at 5 P.M. spoke the Rainbow 143 whale Middle Park rainy weather and light NE winds steerin' S.S.W. Compass under all rigging sail Lassetter part cloudy weather and light W winds steerin' W under steam and sail at 9.30 am steer the Hunter 12 whales this 3 degree watch employed in setting up shrouds & boiling three sides.

Friday Sept 3rd 1880.

Commenced with fine weather and light winds from S.E. steerin' from S.E. W. under Steam & sail at 6 P.M. and calm furled all sails. Middle Park light winds from S.W. with rain steerin' from S.E. Snroy compass Lassetter part fine weather and fresh breezes from S.W. steerin' South, employed in setting up shrouds and boiling three sides.

[Signature]

Long
Cruising In The Arctic Ocean.

Saturday Sept 4th 1880.

Commenced with fine weather and lighter airs and calms prevailed and sail at 3 P.M. was tacked and set on course and steered East Cape breaking the ice, same was continued with a moderate breeze until the middle of the night. At midnight a slight breeze from the S.W. was felt and it was continued to the following day.

Sunday Sept 5th 1880.

Commenced with a strong breeze from the N.W. towards Indian Point passed St. Lawrence Bay at 3 P.M. to make the port to go in to anchor and weather watch was employed in boiling and other necessary work.

Middle Part fine weather and strong breezes from E. unmake Bay and had to tuck in by the south of the Bay. Passed the point at daylight. Kept ship at 600 am and the watches were at watch and anchor off Indian Point.

Monday Sept 6th 1880.

Commenced with fine weather and fresh breezes from the N.W. at 3:30 P.M. and all sail steering towards Hove Bay anchored inside the land. Left at 5 P.M. in 20 fathoms and gave ship 48 fathoms with best bower all hands being called and setting up hatches. Johnny Johnson and other crew were with 5 whale this season. Middle Part fine weather and light airs from the S.W. all hands boiling. Latter part the same.

A knot came on board from the Brig Hyldego. While this season Thursday.

Wednesday Sept 7th 1880.
Commenced with fine weather and light airs from the W. All hands coaling and boiling clandes. The old iron leeboards are being put in use to the ship. Middle dressed trying boards and setting up shoots. Part fine weather and light NE winds.

Tuesday Sept 8th 1880.
Commenced with fine weather and light NE winds. All hands coaling and stowing ois between decks. Middle Part fine weather and calms. Boiling and stowing. Latter Part fine and light NE winds. Employed in coaling and coaling frame a cooper from schooner Alaska. Thus ends.

Thursday Sept 9th 1880.
Commenced with fine and calms. Weather all hands employed in boilding coaling. Stewart stowing down between decks. Middle Part fine weather and calms. Boiling. Latter Part fine and light airs from SSW. All hands coaling oil boilding and setting up shoots. Thus ends.

Friday Sept 10th 1880.
Commenced with fine weather and light SW winds. All hands boiling coaling. He's setting up shoots. The Alaska sailed for San Francisco at 3 P.M. Middle Part fine and calm employed in boilding. Latter Part wind and weather the same. Boiling and coaling oil. Thus ends.
In The Banking Strait.

Saturday Sept 11th 1880.

Commenced with fine weather and light airs from the South; all hands bowling and stowing oil on deck Middle Part, fine weather and light airs and calms boiling. Latter Part fine and calm.

Sunday Sept 12th 1880.

Commenced with fine weather and light airs from the Southwest all hands bowling and stowing oil. Baryo arrived with 8 whales and all cars full. Middle Part fine and calm employed in boiling. Latter Part fine and light airs and calms employed in taping out and Coopering oil. Three ends.

Monday Sept 13th 1880.

Commenced with fine weather and light South winds. Sped up the Sea Breezes and the Baryo arrived with 17 whales. Middle Part fine weather and calm employed in boiling. Latter Part fine weather and calm employed in Coopering oil. Boiling 7c. Three ends.

Tuesday Sept 14th 1880.

Commenced with fine weather and calm employed in boiling. Setting up both Bob Stays. Middle Part fine weather and calms finished boiling. Latter Part fine weather and light westerly wind. Baryo "Katie Bird" went to sea to lay up. Captained from St. Lawrence Island that the schooner "Hilda" was run ashore on that land and later a boat came from her and 3 of the men were taken on board of this ship and all hands employed in stowing down between 6c. Three ends.
Wednesday Sept 15th 1880.

Commenced with fine weather and fresh breezes from the south, all hands employed in rowing down, and cleaning up deck. Middle Part fresh gales from S. Letter Part the same employed in cleaning the ship and getting ready for the Readers

Thursday Sept 16th 1880.

Commenced with strong Southerly winds, all hands employed in cleaning ship and rushing up oil and water. Middle Part strong weather at 9 P.M. wind hauled to W.S. Letter Part strong gales from the W. all hands employed in getting off water and cleaning ship. Hook in the S.S. Boat and dinghy. Readers

Friday Sept 17th 1880.

Commenced with fine weather and strong Southerly winds. All hands employed in cleaning ship. The schooner Julia Acting sailed to day for St. Lawrence Sale. Middle Part fine and calm. Letter Part fine weather and light airs and calms at 6 A.M. got under weigh for St. Lawrence Sale with 3 men on board. Schooner Loleta and L.F. Dry Clist 23 S. Rev. Relief also lowered out of Holes, 34 N. Schooner V.S. Konchobe off East Head Bark illiga 16 cables steering S.E. by S. Players

Saturday Sept 18th 1880.

Commenced with fine weather and light winds from S.W. to S. at 6 P.M. anchored at St. Lawrence Sale and took on board 3 men from schooner 'Loleta' the next going to Montebello in Schooner J.A. Long. Middle Part fine weather and fresh breezes from S.W. Letter Part cloudy weather and strong 4 winds got under weigh at 10 A.M. and sailed to S. by S. compass.
Sunday, Sept. 19th, 1880.
Commenced with fresh gales from the S. ship close hauled to S.E. compass, water carried in stowing anchors and chasing middle part fresh breezes from the E. steering S.E. Latter part cloudy and light airs from S. to S.W., all hands employed in scraping bone.

Monday, Sept. 20th, 1880.
Commenced with cloudy weather and fresh breezes from S.W. close hauled to the S. and water scraping bone. Middle part cloudy weather and strong breezes from S.W. ship close hauled on off tacks under prudent sail. Latter part cloudy weather and strong S.W. winds steering from S. by E. to E. by N., gunning along east side of St. Matthew Island. Three weeks.

Thursday, Sept. 21st, 1880.
Commenced with strong gales from N. S. N. steering S. by E., carrying all products sail. Middle part moderate winds from N.S.W. steering S. by E. under all sail. Latter part cloudy weather and light airs from S.C., ship hauled to the East and employed in splitting and scraping bone.

Wednesday, Sept. 22nd, 1880.
Commenced with light airs from N.W. steering S. by E., all hands employed in scraping bone. Middle part fresh breezes from N. W. steering S. by E. under prudent sail. Latter part fresh gales from W. W. steering from S. to N. by W. 165°-187° W.
Thursday Sept 23d 1880
commenced with fresh gales from N.W. steering S.G. at 2 P.M. passed the schooner Julia G. Long, Middle Part fine weather & fresh breezes steering S by E compass made 14 M. and luffed up to the wind
put the ship off at 430 a.m. for the passage.
Latter Part fine breezes from the N.E. passed through the passage at 10 a.m. watch employed in splitting lone and cremating. Took side
Lat. 53° 44' N.
Long 163° 26' W.

Friday Sept 24th 1880
Commenced with strong breezes from N.W. steering S by E under all possible sail and hauled. Splitting & cremating lone. Middle Part fine weather and fresh breezes from N.W.
steering E 7° 3' under all sailing sail. Latter Part fine weather and light winds from N.E.
steering S.4 by E watch employed in splitting and cremating lone. Took side
Lat. 52° 23' N.
Long. 163° 0' W.

Saturday Sept 25th 1880. Long. 160° 0' W.
Commenced with fine weather and light S.W. winds watch employed in clearing lone steering E by N. Middle Part fresh breezes from S.W. steering S by E. Latter Part strong winds from South steering S by E. South under all canvas and
Thur ends

Sunday Sept 26th 1880
Commenced with strong gales from S.S.W. steering S by E under all canvas sail. Middle Part more moderate made all sail. Latter Part fresh S.W. winds with rain steering N by E.
Thur ends
No. 18.
Monday Sept 27th 1850.
Commenced with fresh breezes from S. West, rain clearing East by compass under all rigging sail. Middle Part rainy weather and fresh breezes from S.E. Ship close hauled to the West. Latter Part much the same during East watch employed in reefing line. Lat 48.20 N. Long 146.30 W.

Tuesday Sept 28th 1850.
Commenced with fine weather and fresh breezes from N. Stearing East all hands reefing line. Middle Part fine weather and light winds from the West. Stearing East and all rigging sail. Latter Part pleasant weather and light winds from N.W. Stearing East all hands washing line. This ends Lat 47.41 N. Long 143.26 W.

Wednesday Sept 29th 1850.
Commenced with fine weather and light winds from N. Stearing East all hands washing line. Middle Part cloudy weather and fresh breezes from the West S.S.E. Stearing from E.E. S.S.E. employed in breaking out. Latter Part fine weather and fresh breezes from the S.S.E. Ship close hauled to E.S.E. watch employed in reefing line. This ends Lat 46.32 N. Long 140.25 W.

Thursday Sept 30th 1850.
Commenced with fresh breezes from S.S.E. Ship close hauled to the E. watch employed in reefing line and falling tone. Middle Part fine weather and fresh breezes from S.S.E. Ship close hauled to the East. Latter Part hazy weather and light gale wind all hands washing line. This ends Lat 46.30 N. Long 139.20 W.
Friday Oct 3rd 1880.
Commenced with cloudly rainy weather and calm all hands employed in washing stone Middle Part fine and calm Latter Part light airs and calms all hands washing stone

Lat 46° 52' N
Long 135° 00' W

Sat Oct 2nd 1880.
Commenced with rainy weather and light breezes from N steering to S S W all hands washing stone Middle Part light N W winds steering E E. and sail Latoon Part fine weather and light N W winds steering E S E. undig all sail and all hands employed in washing stone

Lat 45° 58' N
Long 136° 47' W

Sunday Oct 3rd 1880.
Commenced with fine weather and light airs steering E S W. all hands employed in washing stone Middle Part. foggy and rainy weather with light winds from SW underall sail Latoon Part thick and rainy weather and light winds from S W watch unemployed in spreading stone

Lat 45° 58' N
Long 136° 47' W

Monday Oct 4th 1880.
Commenced with foggy and rainy weather and light winds from W S W to E N E steering S S W. Middle Part fine weather and light winds from N W steering E S E. Latoon Part fine weather and light N W winds steering N S W. all hands washing stone Thus ends that 4th of Oct

Long 134° 00' W
Bound Towards San Francisco.

Tuesday Oct 5th 1880
Commenced with fine weather and light NE winds, steering 0. S. E. all hands employed in washing. Came and finished at 5 P.M. Middle Part fine weather and light NW winds, steering 0. S. S. all canvas. Letter Part fine rain and light south wind. Steering 0. S.

Long. 13° 15' W

Wednesday Oct 6th 1880
Commenced with fine weather and light air from W. steering 0. N. S. all hands washing boat, day's work, fixing bows and screws, coaling, cleaning lower masts. Middle Part fine weather and light wind from W. steering 0. S. Letter Part fine weather and light winds from W. Steering 0. N. S. all hands spreading. Shores to dry

Long. 13° 39' W

Thursday Oct 7th 1880
Commenced with fine weather and light winds from W. steering 0. S. S. all hands drying and hulling. Middle Part, cloudy weather and fresh breezes from the W. Steering 0. N. S. under all possible sail. Letter Part rainy weather and fresh breezes and steering 0. S. E. Employed in washing boats. Pat 41. 10' 57"

Long. 13° 27' 47" W

Friday Oct 8th 1880
Commenced with fine weather and fresh NW winds, steering 8. 0. by 0. N. S. 0. employed in washing ships and other necessary work. Middle Part, 8. 0. W. Letter Part the same. Shores to dry

Long. 13° 06' W
Saturday Oct 9th 1880.
Commenced mildly fine weather and fresh gales from W. N. W. at 8 A.M. Vessel hoisting Main Top Middles and No. 1 Head under lower main and No. 2, 3, 4, Middle Part fine weather and strong breezes from W. N. W. Shipborne hand to the East. Latter part fine weather and light winds made all sail at daylight and saw the land get steam at 8 A.M. and furled all sail at 10. Thus ends.

Sunday Oct 10th 1880.
Commenced with fine weather and light winds from North all hands employed in bailing and washing making line at 15 30 P.M anchored in Drake Bay in 3 fathoms water and found pinnace "Alaska" at anchor. Middle Part fine weather and light partily winds, ship at anchor. Latter part fine weather and fresh breezes from the North all hands bailing and washing. Thus ends.

Monday Oct 11th 1880.
Commenced with fine weather and light winds from North finished bailing line at 5 P.M. and hove up anchor for San Francisco Middle Part fine and light airs from North West steering for the Golden Gate under steam and anchored at 11 30 P.M. Latter part fine weather and strong breezes from the North mostly all of the men went on shore to day. Thus ends.
Bound towards San Francisco

Tuesday Oct 12th, 1880

Commenced with fine weather and fresh breezes from the west.
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*Note: The table above represents the weekly oil and rain data for the season of 1880.*