A Voyage to Greenland
In the good Ship Inverness
Commanded by Capt. Thos. Potts
1612
A Voyage to Greenland in 1812

Having formed a wish to go on a voyage by sea, I agreed to go in company of my friend, Mr. Hunter, to Greenland, and by his assistance I procured a ship to go as Surgeon for that purpose. I left Saithland in the month of June, and came up to London about the time the Greenland ship usually go out; however, to my disappointment when I went to the deck when the ships were I found that another had been engaged by the Captain, and that I was thrown out. My friend went himself extremely anxious, if he would give himself little or no uneasiness. After some little trouble we found that the vacancy was still vacant, and on seeing Mr. Peter the Captain, this jolly son of Neptune immediately
agreed that I should go with them. On March 10th I entered into pay and being on board the ship on that day afterwards I stayed the whole day commencing my voyage. Having written out a muster list and other necessary jobs of personnel and supplies on Wednesday Thursday Friday In the afternoon the warranting officers came on board and examined the ship's company, a group of law necessary before the ship can be cleared at the custom house and which entitles her to a bounty from Government. Several other ships for the same destination were also cleared this day.

Saturday, March 21. Having goods and chattels all conveyed on board the Incomer early this morning and took up any provision then for noon. She having weighed from her moorings at 8 a.m. home into the City Canals is now lying in the Canal at Blackwall.

Sunday, March 22. Came out of the Canal at 9 A.M. and sailed and down the river, but there being little wind did not get far. Came to an anchorage at Blackrock West E.

In the afternoon went ashore at Ecclesfield took a walk, and the soldiers received and in the evening came off to the Ship again.

Monday, March 23. Wind SE.

Equally and rainy weather. At 9 P.M. weighed and sailed down the river, but not very little progress, brought up again at 11 P.M.

Tuesday, March 24. Wind NE.

Following and rainy. Got underway about noon and reached Gravesend about 4 P.M., where we brought up.

Several other ships had got down before us, and each showed us in hoisting, which was always returned by 3 cheers. This signal custom is a kind of hearty salutation, with the other a profounder and successful voyage.
Wednesday, April 25. Newton
Boarded the Neptune in the morning
and spent the time with Mr. Hunter
all after dinner, where we went
aboard at Gravesend. This town
situated on the banks of the Thames
is 25 miles from London. It is
upon the whole a shabby town,
the pretty cables adapted for trade,
very little visage seen. The King
the last place that outward bound
ships have an opportunity of getting
anything that has been forgot or
neglected, every one takes advantage
of strangers and the necessity. I
think it is just as interesting a
place as most any where to
be met with. We took a little way
out of the town and returned on
Board our respective ships. The
owners in the evening paid our
ship giving every one a monthly
salary in advance. My own pay
amounting to £10 0 0. 25
Monthly money 5 Pounds.
Thursday, March 26th, 1802

This morning the opposite shores
were covered with snow, but the
weather was very warm and pleasant.
About 2 PM. we weighed anchor
and sailed down the river, as to
brought up in the Hope. About
7 miles below Gravesend. My
friend C. came on board for a
little while.

Friday, March 27. Newton
Boarded the Neptune about 10 and
rejoined the deck. When they
setting under way, I was put on
Board in a perfectly stormy Ship.

Saturday, March 28. Wind
W.W. Weighed anchor at 5 AM
and were all sail possible in company
with the Ocean (commanding,
Dundee, Neptune, Hope,
Industry, &c.) At 9 AM
passed the River, the motion
of the Ship beginning to be felt.
Inconstible, I got very squamous.
My heart in ships will change bold,
On rolling, shall their Time frame;
On getting into their Tides frame;
On getting into their Tides frame
I cannot say that I found the
journey as sublime as she had
told me, but I was much more
satisfied in the first instance.
For my sickness increased, and I soon
found myself more than I had ever
done from any former illness.
I kept my bed, giving up all con
cern for every thing in this world,
and almost soliciting death to
relieve me from my sufferings.
On the 5th day the weather
it had a little abated, and the
weather of Shetland being in sight
offered some relief of a despot,
but I thought it impossible I
could be quite well. In the
afternoon Thursday, April 2
at 3 P.M. we entered the Harbour
of Sumburgh, where to my entire
satisfaction my indisposition
vanished, and I deserted the bed
with a dignity which by the bye
affords relief to the reader was not
as much out of the way.
Immediately the anchor was
lowered the ship was surrounded by
boats of various, containing 990
cows to barter for Provisions.
In the evening Mr. Coulter came
on board and was obliged to
stay all night on account of the
weather, at 11 P.M. blowing
brutishly.

Friday, April 3. A nasty
disagreeable morning with wind
rises and rain—nevertheless my
curiosity would not allow me being
detracted from going ashore at least
my friend accompanied me.
and for over trouble got on board
coxswain with the Spray, flying
over the boat. A packet being
ready to sail for England, I came
off to the ship for a letter to send off.
and got myself well drenched.
The islands of Shetland are from
36 to 48 in number, the mainland
about 60 miles in length, Sumburgh
is the metropolis, which is when the
whole as a despicable town, there.
are several very respectable houses of residence and slate; there are several persons very rich, on the island. There is extreme poverty.

The island abounds in excellent harbours—most of them is watermarked. It is also called the Great Sound, being that neck of water between the island of Nova Scotia and the Mainland. The entrance is half a mile broad, deep water and clean. This harbour is well sheltered from all winds, so sufficiently large to contain a year's supply of ships of war. There is to be greatly improved by the Dutch—and it is wonderful what a trade there is going on. Fish is the principal article of commerce which are in great plenty. Eggs and poultry are also in great plenty but only to be had for barley. They will not hurt with them for money.

At the north part of the town there is a pretty strong fort, called Fort Chanticleer, in which there is always a garrison. It commands both entrances to the Harbour. There are no regular streets in the town. The principal is a long irregular lane from North to South, paved from side to side—so there is no shaded avenues to injure the patience. There is one regular public house, called the Tavern. There is a billiard table—but almost every house in the town is a tavern.

Saturday, April 14. Went ashore with the captain and called at several houses—of various description. The place is all battle—from morning to evening. Help being in the Harbour. Meeting with Mr. C. Spent the remainder of the day in his company—sometimes at the Billiard Table—and sometimes a good deal about from place to place, paying visits and odd corners. The houses of the Princes, lower class are of the most gambling, munificence unimaginable. They consist mostly of the apartments, in height and dimensions resembling a big stye—in carrying the door. Doors the essential object of windows; chimneys are gone, and their face is Port which is bent on the floor, sometimes in the middle of the house, with
a hole in the roof for the emission of the smoke. The furniture consisting of a few chest and chairs and perhaps the bed of straw on the floor, make one of this house some degree better. The people the women especially are tolerably good looking and some pretty, but all with very thick legs. Probably from being accustomed from infancy to carrying heavy loads, the women are the most laborious part of the community. The men are indolent and attend principally to the fishing. Some of them are very contented, but in general they are otherwise, most of them whether young or old, incline to beg and are very different to satisfy— they are possessed of a deal of cunning and not over honest—but either their poverty is considered, allowances may be made for this trait in their disposition.

In the evening I came off to the Ship.

Sunday, April 3. All the first part of the day, busy in bleeding and compounding medicines for the people, a good many of whom are ill. Mr. Conteb came on board to dinner and remained all afternoon.

Monday, April 4. Today sauntering about with Mr. Conteb sometimes in one house and sometimes in another, and generally introducing ourselves into every but that simplicity of architecture was very inviting. My friend and I had entertained a very passable acquaintance of the ammonia, and dispositions of the Shetland people—we had supposed them to be religious, righteous, innocent, harmless, modest set of beings—almost in the state of nature, strangers to the common vices of mankind, but upon more general acquaintance with them, I find that human nature will be human nature.
in the most remote corner of the world. — Under the idea of their 
untoward innocence, we had stepped into a hut, where there was too 
pretty young women selling. We said they were sisters; we entered 
into conversation with them. Their pretended another came in, who 
saw put the bag out of the bag by 
asking or if we were not going to 
break down several hearts — an arriv 
al of some of the fair sex—but this 
education the nature of their clothing 
and even here there was a great deal 
of sanctity — Indeed thought 
out the whole town. I found that 
there was nothing they would not 
do for interest, provided it could 
not be done privately, and could not 
come to the knowledge of the 
Minister, whom except they seem 
to dread — what could the Minister 
study if he knew?

There is a sort of native 
influence about them. It is to be 
be lamented that Englishmen and 
English sailors should see thousands 
of immorality and dissipation 

Tuesday, April 7. — Today 
Mr. Coulter, Mr. Cain surgeon of the 
Ocean and myself went ashore 
over the Island of Brassa, mainly 
for the sake of arrows. The weather 
was very fine but the people all busy 
tilling their grounds. This is all done 
with the hoe, and chiefly by the 
women — almost every one is a farm 
yet no improvement is seen or 
likely to be made in agriculture. 
Little spots of ground are cultivated 
in front of their houses just sufficient 
and barely to serve the family. Through the year — This little 
Island which is only 5 miles in length 
between 60 and breadth might with 
some trouble be very much of it self 
productive, but they are too indolent, 
and too much addicted to their ancient customs, ever to attempt any kind of improvement. The
Sea supplies all their wants with less trouble and with that they are content. - the whole country is entirely destitute of trees or shrubs of any description and no pains are taken to introduce them. There is plenty of cattle: sheep, horses, and hens. The latter animal so valuable in other countries seems here to be entirely disregarded. I could not help being amused today at seeing a woman and a man digging very laboriously, and a boy grazing the hogs. While horses were grazing close by, presently at their rate. This animal, as well as every other thing almost of the most demeritless size, it seems almost a world in miniature.

Every hour or so called a town and each distinguished by a manner, if only 50 yards apart.

In course of this day's excursion we traversed good part of Brassy visited several towns and部分 of labourers - most of them did not seem to ask for something. One group of women entered the Market at first two working girls were employed the Bishop hinted that it was unusual for strangers to give them a shilling. For lack at the beginning of their labouring, at an old lady gave some young hops. She was coming over the Mountains with a heavy load of Peat on her shoulders and very industriously haying all the way - I accosted her with. My bounty caps: she offered to take us to the place, observing that "She was not lenny, she wished the road quite, barely was not thin, deep" etc.

We returned on board about 6 P.M. arrived with our paint, but without much success in fishing.

Wednesday, April 19.Sailing about, we accompanied by Clouds, greatest part of the day.

Thirty patients applying for my
counsel—added to the rest of them.
Character. The Shetland people seem to be a race of Hypochondriacs. al-
most every one is able to discover some ailment requiring medical
counsel, in order to get rid of them.
I find the most effective way is to recommend bleeding and
 blistering.

**Tuesday & Friday**

I was gone home at all.

**Saturday, April 11**
This morning, Mr. Ellison, Capt. of the
Satanne of Aberdeen and the
Surgeon came on board.

In the afternoon I went to
see the Satanne which had had
an engagement with a Danish
Sovereign and had been obliged
to put in here for repairs.

**Sunday, April 12**
Today went to Church, with E. C. and
Miss Potter, afterwards called at
Mr. Hay's, who is our Agent a very
acceptable family, and said it
was very sick. Mr. Hay's
eldest son & who shares the house
is Magistrate of the Town.

Went on board the Satanne
to Dinner and returned to the
Tigh in the afternoon with Miss
the Surgeon and Mr. Cochrane.
Came off about 7 P.M. and spent
the evening with McEoin on
Board my own Ship.

**Monday.** On Board all day.
I have lost all relish for the shore.
I find little to please, but a good
deal to disgust.

**Tuesday, April 14**
Mr. came
today and invited me to dinner
on board the Neptune—returned
to the Inn about 9 P.M. The
Capt. who just came aboard had
not a little more than did him-
good was in a bad humour to
which I had rather an unplea-
sant altercation.

**Wednesday.** The Capt having
this morning apologised for what
happened last night, every thing
Tuesday, April 16. The wind still continues directly contrary and blowing a strong gale with heavy showers of snow. The opposite shore completely covered. Great many still continue ill on board.

Thursday, April 16. The wind still continues directly contrary and blowing a strong gale with heavy showers of snow. The opposite shore completely covered. Great many still continue ill on board.

Friday, April 17. The wind still contrary, but the weather cleared. Spent part of the day on board the Neptune. On returning around the 2nd mate had taken sickness, ill then in a high fever.

Saturday, April 18. Today Mr. and Mrs. walked ashore to see a poor creature of two days. I had given medicine to.

The condition being more favorable several ships were getting.

Monday, April 19. Very still all day; and my reason preserved.

Tuesday, April 20. Wind contrary. My sickness rather abated but still very unsteady. The Neptune and other ships in company.
Wednesday, April 22. - Wind a dreadful night. The Ship fogging and rolling so, could scarcely help myself in bed. The Sea continuing high all day, prevented me getting upon deck.

Thursday, April 23. - Rained another dreadful night, but my sickness better today. The Sea still very littyle and uneasy.

The weather better today but the wind continues force. We hope in sight.

Friday, April 24. - Wind still contrary and still very uneasy but the day being fine I was able to walk about a little, but too weak to walk that little motion obliges me. I catch hold of something to prevent myself falling.

About 10 PM a fine breeze sprung up from the SE. The Night beautiful. At Noon being clear, found ourselves by Observation in 43° 1-Trumpartland.

Saturday, April 25. - Wind but nearly calm. A delightful warm day. Being pretty well today I amused myself occasionally by reading upon Dick. Besides being pretty busy in my professional capacity, a good many of the people being ill... Even in particular of Inflammation of the Liver.

Sunday, April 26. - The weather today extremely fine and warm. Very little wind, almost too calm and the Sun shines as bright.

In the afternoon, I was very much gratified with the wide sight of Rock Shoals which come up near the Ship. They resemble Corals, but most of that species which are hilled for oil. These were of a Bay colour, sharp back, with a few on the back, they are called Bottlenoses.

Monday, April 17th. In a complete calm the weather very warm


The scene this evening is

Majestic... The sky clear and

Our water rising in

an equal and gentle current, adding
to the grandeur of the forecast.

I can see ahead of us 3 or 6 miles
certainly it is to be the Neptune.

If the afternoon saw indication of

those whales they are of the species

very scarce and only called

Dolphins... For the 1st time I

come venturing up the

sweeping cape to the Shetland Head

there is found in large banks of

sufficient to contain 30 or 40

with a seat and other conveniences

this apartment is known by

The aspect of the Crow's Nest... its

can be seen as a slant to sit on

in the cold country, where it is

necessary that some person be

stationed alone to look out. This

for I mentioned and I think you

mentioned well.

In the evening a fine breeze from the Southward

Latitude... by observation 48° 58

Tuesday, April 18th. A gentle breeze this morning and

very warm... towards evening cooler.

We got gradually nearer and placed

of destinations but not very safe.

By there is something new

nothing occurring.

 maxXth by Obs. 48° 58

Wednesday, April 19th. Light

winds but favourable getting

progressively to the Southward.

Towards evening quite calm.

I amusing myself all day in

solving some mathematical problem

with no intention of learning Navigation.
Thursday, April 30 - Blowing hard this morning but the wind not unpleasantable. Several ships in sight, one taking another in tow - carried away her gun topsmast about 81/2 a.

The weather now begins to be cold - we are now just entering the frigid zone.

Latitude is by 62° 60' S.

Friday, May 1st - It being usual at sea, is going round any remarkable events or incidents; go through the ceremony of docking and shaving as soon as leaving the line. For going round the North Cape they is generally performed on the first of May. At present we are abreast of the North Cape.

Between 12 and 10 black hats were worn, the faces being shaved, a party generally dressed up, and their faces disguised, playing on songs.
Sunday. May 3rd. Blowing a strong Gale with a heavy Sea, excessively cold, with snow and rain.

At 2 P.M. saw several struggling pieces of Ice.

Monday. May the 4th. The Gale continues with increased violence, right in our teeth, and it is impossible to keep head against the tempest. The Sea Mountains high, constant squalls of Rain and Snow, the cold most piercing.

The Ship aiding to the Southward.

Sat. by Oct. 7th. 14° N.

Tuesday. May 5th. The weather continues the same, blowing hurricanes, and the Sea tremendous. Thus strong we witnessed a Tempest at sea.

Saturday. May 2nd. The wind continues favorable, but rather blowing fresh. Ship steering North.

Sat. by Oct. 6th. 70° N.
it into deep and ghastly waters, while the fluctuating vessel was lifted by the tremendous surge then gliding swiftly along the fearful precipice seems like amongst the waves, where another towering wave was higher than the ship is glimmering with invisible stars as if they were aiming to overtake her, again she glides over the mountainous element and sinks in the vale beneath. - Now, the poor sailor is exposed to many hardships and dangers — no house, no hospitable shed to shelter him from the storm; he is obliged to buffet the whole of it — without the merciless waves are washing the decks and drenching him to the skin — in the piercing cold he must climb to the upper, low mean the yards to rest on, hand the sails and stanch the yards or masts, even in nightly darkness and when the ship pressed by the heavy squall lay bound on her lee, laboring over the swelling surge, deflecting the seagull's course, while her sleek grasp with hands benumbed with cold is all that saves him from the greedy gulf. Those jaws are gaping to receive him. Sailors however are so minded that they don't seem to fear any more danger than at their time. Indeed they may be said at all times to be on the confines of eternity — Noquarter distance than they are from the water — A narrow space! - This reflection ought to impress all with gratitude to that Almighty power who preserves them in safety on that immense abyss which has swallowed up millions.

My own circumstances have returned obliterating me to keep in bed.
Wednesday, May 6th. The Gale continued with unceasing violence. While the Ship labours unequal to the pressure unequal to the dreadful strain. Pending it impossible to contend against the invincible waves, we are forced to the safety of Scudding, that is going right before wind and sea, allowing the ground, it may take us some days to make up.

Before the Easterly wind, The foaming bellows fly. In swelling canvas, blown The yards and Main are high.

Thursday, May 7th. The weather a little more endurable, so as to enable us to resume our course to the Northward, we find ourselves today in 70° 8' N latitude having done 190 miles to the Southward during these past days.

Friday, May 8th. About 11 last night a favourable breeze sprung up, and gave us a hope of meeting with the Ice in course of the evening, but this was of short continuance as the wind is as unfavourable as ever. Snow has kept falling all day but the cold not so intense.

Saturday, May 9th. This morning the wind still gale, and afterwards calmed. Snowy heavy and incessantly fell about 6 0'clock a fine clear day from the Southward and continued till the next. The Sun above the horizon, a circumstance incredible among the uninformed in regions distant from the Poles. One Ship in sight.

Sunday, May 10th. Favourable boughs to attend our journey this day. Ship running by night in south. The weather fine.
Monday, May 11 - The weather very fine, warm and pleasant. Wind East by N. At last our employment during the day was writing, the lines into the boats. The men were keeping them in excellent shape and making all proper preparations for killing Whales as soon as we came across them.

About 7 P.M. saw some pieces of ice. I may now say I have got into the regions of Perpetual Day for it is almost light at Midnight as at Noon.

Lat. by Obs. 73° 31' N.

Tuesday, May 12 - At 10 A.M. we made the body of ice last touching to the Eastward, fell in only with straggling force, till 6 P.M. when the Ice became general. Saw several Seals some in the water and some on pieces of Ice. A ship in sight with whom we exchanged signals. Boat stirred towards each other and spoke - the proud to be the 6th. Capt. Eldred's, brother in law to Capt. White. The weather throughout the day very fine but not very cold.

Wednesday May 13. A very fine day. Keeping steering different ways amongst the Ice till after 3 P.M. when we got quite hampered. No passage to be found through the Northwest. Six Ships in sight about 10 P.M. spoke the Heoewen of London Capt. Trotter. The Galena in company.

I remained in the Crow Nest till 12, enjoying the scene which is truly grand. The sea being entirely troubled with floating ice as far as the eye can see. It is of a sooty white and being covered with snow and of all shades and directions in our place. It is long narrow lanes, called streams in which there is an accumulation
of pieces in a large irregular mass which is called a Pack.
and where the accumulations are
till greater extending for many
miles farther than the eye can
reach. This is called a Pack.
besides these are floating pieces
every where, some of which have
a beautiful appearance. Being
laid in driven about by the Sea
they are washed into various
forms, and devised, some resembling
ivy trees, others tables, some
washed into great cavities, some
exceeding in beauty and elegance
the finest tapestry. Others ele-
ment and ancient architecture,
and these adorned with a bright
blue or green tint which gives
them an elegant lustre - but it
would require the Pen of
the Painter to give a true idea of
the Pen of the Poet to paint
them and give them this

Thursday, May 11th.
This year we met for the first time we
caught 3000 large Whales. 

Town of H. called all hands and sent
away 14 boats, but they continued
come near them. These animals
come to the surface of the water a
breath - and in expiration they
emit such a quantity of breath
that it resembles smoke coming
out of a furnace; this is what
so badly represented in painting
as to have given rise to the com-
mund idea of their expiring
water. The Whale is supplied
in the air cells which contain a suffi-
cient quantity to enable him to stay
a while below the water - and when
this is exhausted, they are obliged
to come to the surface again
at it is through this, that man is
able to subdue these enormous
creatures.

At 2 P.M. the boats return
without success.
 Went aboard the Latona with the craft and armed. Returned at 5 P.M. At 10 large fish were just ahead of us and another a little distance from that. 3 boats went away and was so near one that the harpooner was up to strike into her when she was absent. At 9 P.M. more fish in different directions. 3 boats away but without being able to come near them.

Weather mild but cloudy.

Friday, May 15th. Went to bed at 11 P.M. and got up again at 6. The boats away after fish but returned without success. — The morning money went towards Neder cleared up. About 4 tho. Fish rose near to the ship. Down 2 boats, but did not see her again. — Several tickets on sight. — At 11 P.M. the captain aboard the Latona and afterwards the Mary. — At 10 P.M. the Captain of London came up. Capt. R. was also aboard the Margaret, and my friend M. Coates came to sec me.

The weather became so thick that it was impossible to see our ships from the others. By going of some one had an idea of the situation of the ship. At 9 P.M. the Captain & Capt. R. came aboard and went with the latter to their own ship.

Sat.: by observation 4° 53’ 38”

Saturday, May 16th. Away from day. Little wind and towards evening calms. — Also on the watch, but no fish seen.

Fished near to the Unicorn. — About 11 at night beginning to blow land.

Sunday, May 17th. Blowing a stiff breeze with a heavy swell, ship lying to the Northward.
Monday, May 18th. The Ship, flying amongst heavy Ice, when under great attention necessary to keep clear of it - for those pieces of Ice are almost as dangerous as rocks, if the Ship comes within face against them. - got severe blow in course of the day.

Towards noon, it began to blow hard - and in the evening a complete hurricane. - About 4 P.M. Sails in sight.

Tuesday, May 19th. Blows hard all night - not quite so constant in the forenoon.

The weather cold - but with the wind in northerly, the cold is trifling indeed. Have now yet worn a Great Coat, so much for the temperature of Greenland. The weather towards evening very thick and equally continuing to all
Thursday, May 21st. The ice is extensive over the whole sound. I have been in the navigation of the ships extremely dangerous. The captain remained all night in the crow nest, and the morning.

Wednesday, May 20th. The gale has completely abated and has formed the ice considerably the wind still being north, is all in our favor. Ships lying in lanes between large streams of ice. In the meantime of many of the people I saw driving very securely depicted. The season being advanced, affording no prospect of doing anything. About 20 ships in sight. The China Swan of Montrose in company.
Saturday May 23rd. A fine clear day - blowing hard and pretty cold - seen 30 & 40 Fish in the course of the day but without being able to strike any of them. In the after part of the day got into plenty of water, providing a fair prospect of getting to the Northward. The gale is now pretty well abated. The Demons in Company and aground many Ships in sight.

Sat. by Obs. 7a. 30's.

Sunday, May 24th. This forenoon the Neptune in Company had the pleasure of exchanging signals and wires with Dr. Colton. The Vigilant in sight fast to a Fish, which stove one of the boats and knocked the crew broadside in but one was hurt.

In this afternoon several Fish seen at different times to the number of 60 & 80 - and had boats pulling after them, they were often very near, but never near enough. At 12 P.M. saw several Seals and 30 or 4030's near the Ship. Have had a pretty free passage to the North since last 24 hours - plenty of water. The Ice in very heavy pieces - the weather very fine and mild. A great many Ships in Company.

Monday, May 25th. This morning about 11 A.M. Mr. Allan the Mate struck a fish, which was got killed in about 4 hours after having struck, four more harpoons into her, and afterwards towed to the Ship. Did not get her all taken in till near 5 P.M. The compasses 10 South.
About Noon Capt. Kingston and his Surgeon came on board and informed me that the Captain of the Venables had lead his ship unpermitted through the ignorance of her about him also displaced the sea victor and allowed it to remain so for many hours till being once dealt with again. About 3 or 4 Whales a boat went off but could not get near them.

Tuesday, May 26th 1822

A Mrs. Honorable struck a fish in about 2 hours got her hidden. About the ship lies a large piece of ice and by the end of the fish from the deck with a socket for a wooden shank to go in. The somewhat curved Harpoon - it is placed on the boats bow when the harpooner sets it. When a fish is seen - a boat is sent away and pulls to where she was up - she comes up again at some distance pulled away again in that direction and hoy - the hand up again again perhaps tie at last they are fortunate enough to get near her - and she hoy till they get close upon her without hearing them. As soon as they are within reach the harpooner gets up and strikes the harpoon into his body as soon as he can. The whale immediately sets around to the bottom.
The boats then take the Fish in tow and send to the Ship. — The process of taking off the blubber and getting it in is called Finishing. — This is used for making oil is the adipose substance called blubber. That covers the whole body about from 9 inches to 15 or 16, according to the size of the Whale. — The Whale is an enormous carnivore, but it could not equal the ones I had seen of it. Its colour is a jet black except when grey with age — and notwithstanding its enormous size it is upon the whole a handsome fish. — They have only 2 Teeth but covered with teeth, much of such power that their strength is amazing. — The Whalebone is situated in the Mouth, having two rows in the upper jaw, one on each side. There are an immense number of bladers, and beautifully arranged, so much resembling Venetian blinds.

To return to the business of the day, — I amused myself most of the morning in the Crow Nest.

The Boats have been brought up from the deep and sent to the Ship. — The process of taking off the blubber and getting it in is called Finishing. — What is used for making oil is the adipose substance called blubber. That covers the whole body about from 9 inches to 15 or 16, according to the size of the Whale. — The Whale is an enormous carnivore, but it could not equal the ones I had seen of it. Its colour is a jet black except when grey with age — and notwithstanding its enormous size it is upon the whole a handsome fish. — They have only 2 Teeth but covered with teeth, much of such power that their strength is amazing. — The Whalebone is situated in the Mouth, having two rows in the upper jaw, one on each side. There are an immense number of bladers, and beautifully arranged, so much resembling Venetian blinds.

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Wednesday, May 27th

Between 1 and 6 this morning several fish cast - had away 3 boats but without success.

A. P. M. chased a fish for some time but without success.

At Midnight the Fog being close alongside Capt. King came aboard to supper.

The people employed gum among bone.

Thursday, May 28

Capt. King went fishing at 4 A.M. at 9 went to Bed, got up at Breakfast at 7 A.M. - afterwards went up to the Crown but the winds thus - 33 sail in sight all under together apparently getting through some sarrow.

The Crown made fast to a Flashe to repair having got stove. The Manchester, vigilan, and Vostock also made fast to make off. At 10 A.M. the Industry and ourselves also made fast to the Flashe for the same purpose.

Note: A. Flashe is a large solid piece of Ice, some Miles in circumference 3 pounds by an accumulation of pieces of all kinds being frozen together in many places the surface is consequently rough. The circumference of hillside are called Themmonds. - A Thiel of Ice is a much larger body. To an extent that water cannot be seen on it, from the land. This is generally flat and even. There are crocks with sand half leg and knee deep.

Friday, May 29, at 12 O'Clock

This Morning Capt. Kingston and Mr. Young The Surgeon came on Board to Supper and went away at 3. Went to bed at 6 got up again at 10. A. M. Vostock arrived.
all afternoon. Shooting and dodging about in the boat.
The people employed in getting the blubber put into casks; one
set are picking it up out of the hole - some are cutting of the
casing or lean - the handmen are cutting off the Penn. So the boat
receives shaping it into small pieces - it is then conveyed through
a canvas bag or chute called the pull down into the hold where
it is received into tubs, and
another party are then employed putting into the barks piece by
piece with the hand, and fixing it well with a pitchfork till the
bark will hold no more.

This is a very nasty processs, called Making off.

At 6 P.M. the Captain sent aboard the Industries the Capt.
returned directly and I stood to Sea - A favourable breeze
brought us and some profit

being in view all the Ships got under way. - The Industries sailed
just the Fowces were it came up with us at this the was lounging
to go too - the Capt. was vexed at being delayed, and I was in a Train
of troubles. I begged to be put upon
a piece of ice till the Fowces from
up, he would not consent to this
but sent a boat aboard with me.

Nearly the End of Ships were now running to the Northward with
all the Canvas they could set.

the ice having opened a passage
out of the hold where we are.

Remained for some time in
the Crown West.

Saturday May 30th. Finished making off at 4 this morning. The
People were much fatigued and
the greater part of some of them so
much changed that I could not
have known them - from want of rest. - for either this job is begun
it is none left off till at is done.
SUNDAY, May 31, 1741, 12 m. I
in the morning up on the deck
not reading. Then I went to bed.
About 9 Capt. Elison came on
board, in coming along side one
of the ships, attempting to ward the
boat of ours, got his thumb squeezed
between the two boats, and so much
suffered, that I found it necessary
to immediate it. Capt. Elison went
away about Noon, leaving the
man here as their own Surgeon
was staying on board the Hercules.
At 1 P.M. the Surgeons of the Satire
and Hercules came and took him
aboard the Hercules. They told me
the St. Boulter had been three three
days ago - he was very well but
the Delphine had lost one fish.

All day several Ships in the
same lode with us, hour after hour
keeping on an aground, none being on
any passage out; nothing but flaws
all around us. At 12 all made
sail towards the North and was
followed by the others.
Monday, June 1st. At 12 M.

Made fast to a place to wait for the Ice opening - At 11 A.M. cut from the Flats and bore through a thick of Bay Ice, the other Ships followed.

At 5 P.M. saw a fish and .

away two boats, as they were coming aboard they had a star after another. There were 2 boats from almost every Ship after her but none successful. Indeed there is very little chance when there are so many for one. Ship boat pulls against another and if the coast gets her, they take care to forget her.

Between 9 P.M. and 12 it is great

many whales seen. 5 and 6 other boats from every Ship after them but none successful. At 12 P.M. several fish after - 3 Boats away.

The weather continues very mild and pleasant. Since morning we have mostly sailing before the wind in plenty of water.

Tuesday, June 2d. The Boat returned at 7 A.M. - Found another fish but unable to come near any of them. - Went to Bed at 5 A.M. and got up at 8 A.M. - Found the Ship her speed amongst Ice and dragging about in a hole. - The Industry in company with British and Liverpool ships - Towards the after part of the day, line away to the N. and soon got into plenty of water. - About 7 P.M. the Line got past to a fish and got her. - A little fog seen on the Ice near to the Ship. - At 11 N. a fine fresh breeze. Ship running briskly to the Northward.

Wednesday, June 3d. At 2 A.M. the Industry, Lord Nelson of Helle both past. The Industry lost Line at 8 A.M. Ship past - At 3 A.M. blowing hard. Ship running to the Eastward. - Went to Bed at 5 and set at 8 A.M. - Ship running still to the East. and W. amongst fine sailing Ice. - Apparently we have now got
The next day there was very foggy, and it was impossible to see the length of the ship. The weather became very foggy. 

Today the weather has been very foggy. Several ships in sight. Lat. by Obs. 70° 15'.


Several large whales got between us and the land, and since last night there was no ice to be seen. So far they have not been seen. 

Ship heading to the westward. The situation in sight. At 8 P.M. saw a whale and a boat, but did not see it again. 

Friday, June 5. Between 12 and 1 P.M. King reading in the boat a shooting.
got some Scous and Washing. 
Returned on board at 5 o'clock, 
continuing hanging with rain. 

went to bed at 6 A.M. About 
9 or 10 I rubbed myself very 
well up, as I had been shooting 
and discovered the Susquehanna 
not the Delaware, to me and Capt. 
Robertson came aboard. As 
they went away, and I fell 
seem to get some medicines, but 
I did not dare to stop up from 
the ship. She bore down each other 
in the fog. 

The weather continued the 
same to the north, the latter, fairer 
calm. 

Saturday, June 6. Afternoon 
2 or 3 hours the weather the same 
the fog so thick it is impossible 
to see above 200 yards. 

Sunday June 7. The whole 
of the journey. The weather the 
same. At 10 A.M. raise the wake 
about 2 miles, length off, and come 
down two boats which pulled after 
her and were so near as to hear 
her as she was going down, but 
they were obliged to return on 
account of the Blust. 

At 2 P.M. began hearing ships and the fog began 
to disperse — and then clear 12

ships in sight. 

At 3 P.M. saw 
a whaler and lowered down two boats 
They had several starts but never 
could get near. They came aboard 
at 11. 

At afternoon going to the broad 
road amongst flowers, streams and 
heavy loose ice — got several blows 
in different parts of the ship. 

At 12 P.M. near the ships, in sight, 
all making towards a field of the 
shore several are made fast and to 
be fast to fish. 

Monday, June 8. At 7 A.M. 
At 11 A.M. saw two ships. Descend away 8 
Boats but without success. At 1 A.M. 
got up to the field or rather 
flame — and made the ship fast. 

went to bed, got up at 6 A.M.
Boats, but could not get a help. The harpoon of the first fish was broken, and I went away to see those kill them, as I could then do by without being in the way.

Tuesday, June 9. Soon after 9 a whale came up alongside the ship. Apparently a leonine one. Sinclair struck into her, a boat from the symmetry of whale was also to near they could have stuck in at the same time.

The symmetry's boat struck into her next, then the ship. I went over the ship, rose up to the deck to go to one of the men at the whale. - At 6 P.M. cast off from the whal, and let the ship down in sus.
Wednesday, June 10. At 6 PM three Boats chased a fish, for nearly two hours, but could never come near her. Between 2 PM and 3 PM a great many fish were called at hand and made a run to try to catch them, but without succeeding.

Between 8 AM and 12 PM, several Whales were called at hand, but the attempt was unsuccessful.

Ship dodging along the edge of a Snow.

Thursday, June 11. Dodging about the same place as yesterday.

The Leperlow Killer was made fast to it and had got 3 Fish within the last 30 Minutes. During the afternoon saw several fish but could not get near them. At 4 PM made fast to the Snow but nothing cast off again at 9 PM.

Several Ships in sight most of which have had their Jacks laid during the day but ourselves. At 12 PM blowing hard with a good deal of Sea.

Friday, June 12. Blowing hard all the fore part of the day. No fish to be seen. The last boat had 3.

At 3 PM the Middleton of Aberdeen and The Captain aboard. At 4 PM the Neptune of Aberdeen, which got past a few minutes after, most of the Seamen got fast, and then the Ship while we could hardly see a fish.

At 10 PM sent two boats away but did not succeed.

Saturday, June 13. At 11 AM sent off two boats after a fish at 3/8 past 12. Samuel Dickinson got fast — at 1 A.M. soon after got her killed and 1/8 before 2 alongside.

Made the Ship fast to a Snow at 3 PM to fish at 3/8 past 3.

Got her all in — did not measure much more than 1/8 feet. At 10 A.M. Geo. Hebb stung another.

The Ship having been just cast off from the Snow was made fast again — but at 11 A.M.
Wednesday, June 14th. At 7 A.M. got into near the Ship, and
sent away 2 Boats - but the Hope of
Peterhead got past and killed a few close on our left-hand bow.

1st In course of the afternoon.
At 10 P.M. the Captain got aboard
the Ocean and returned at 7:30, at
Supper the Mate and he had a very
considerable quarrel, which had near
come to a disagreeable issue.

At 12 P.M. still lying made fast
the watch quaffing bone.

Thursday, June 15th. At 6 A.M. 
Still blowing hard, set a
Patch of Ice, and
at 11 A.M. got the Ice
alongside at 2 began to shovel
and finished at 5. Measured
9 ft. thick. Bone.

Between 1 & 2 P.M. two large

Tuesday, June 14th. At 12 A.M.
Still blowing best more moderate
at 2 past 12. Dr. Sinclair took
a fish so close to the Ship that the
rods had to be thrown aback to

Sunday, June 14th. Still
blowing hard. The Ocean in one
large patch full of Ice.

At 6 sent away a Boat after
a Fish, soon after came up with
the Ocean and was speaking her
when Capt. Henderson got fast
had his killed in about an
hour.

Monday, June 15th. Blowing
hard all day with a good deal of
Sea. A good many Whales
after but the boats could not go
without danger on account of
the weather. The Ocean is compo-

Tuesday, June 15th. At 12 A.M.
Still blowing best more moderate
at 2 past 12. Dr. Sinclair took
a fish so close to the Ship that the
rods had to be thrown aback to
kept clear of her; got 3 more harpoons in her. At 7/2 past 1 killed her and began to tow her to the ship. At 7/2 past 2 got her alongside, made secure and ready for fluking. At 4 began to fluke and at 7/2 past 7 A.M. got done. the line measured 11 feet.

Went to bed and afterwards went to bed. The after part of the day quite moderate. The ocean view of Singapore in company with 8 fish. A great many ships in sight.

Wednesday, June 14. Between 12 and 1 A.M. saw a great many whales. At 4 called all hands and made a line fall of 3 boats for her, but without success. Only two men the rest of the day.

At 3 P.M. Capt. Redwater. The succession of Capt. Redwater came.

aboard, and kept us laughing all the time. He remained the rest of the gentlemen in another of the hatches, but it is said an uncle i another wet, is better than a head i law.

At 8 P.M. called all hands to work off the last whale. Thursday, June 15. At 10 A.M. made the Best point to a plan to make off. Went to bed at 10 A.M. got up at 10 A.M. the dinner was went to bed again till 11.

A & D. M. saw a whale and sent away two boats. Went to the Main Head to look out till the boats returned at 11. At 12 P.M. finished making off. The breeze 24 hours gone mild weather in reasonable to be taken.

Friday, June 16. By 1 A.M. the deck clear and the people gone to supper afterwards to bed having been at work nearly 36 hours.
Saturday, June 21. At 11 A.M. manned the boats to fish. Good weather, and sighted three ships, but the wind was light. No fish to be seen.

Lat. in 79° 47' 30"

Monday, June 22. At noon 21 hours, blowing fresh and fine weather. Sighted a few whales in course of the day, but without being able to get any.

At 12 P.M. the Captain sent aboard the Hercules - found it well in good spirits and making very good way. The Neptune of London hails 153

Capt. Thom. -
Ships, flying to the Eastward, in quest of better land.

The same as Monday in company with the Manchester and the Castor, of which came aboard.

Blowing fresh as the wind.

Company with the Manchester, HMS.
good to retreat, when the boat came near her. - Socks the
Satan. - I did intend in
at 8 P.M. to turn out.
I did the Saunders stuck to
the fish close by us - send away 2
boats to help to kill her. - My
early up with the second ship
off with a fish.
Such weather with flying
showers of snow occasionally
across day - Wendell)

Wednesday, June 26. The
beginning of these 11 hours
blowing strong, soon after 12 P.M.
we lost a ship. Passed down 2 boats
as they returned. - Notice in
biscuit saved several - lowered down
two boats - at 1/2 past 5 P.M. Wended
ash a fish. which came out of
lone - two more boats got up
get past, but the
Harpoon of one does
and the line of the
other broke. - At the time it was

moving so fast that, we could not
see the boat, much less the fish.
Left dodging along the edge of
the bars where the water ended,
amongst heavy sea ice - get several
more blowers. - At 9 A.M. made
the ship past to the Island and
began to leave on the next buoy,
line with the Captain - From
the weight of this boat, it was
helped the fish was still there and
dead, but they became slack all
a sudden. - And at 2 P.M. got all
the line in beat without the fish.

At 11 P.M. 15:30, Saunders struck
a Unicorn, but unluckily it
happened to be a Pitone and with
out a Thumber. - Lead at 10 o'clock
upon Deck is shanked by 12 P.M.

This is a very beautiful
creature, about the size of
the body of a Bullock it is
spotted like a Leopards all over aid
of various colour. The Horn in the
Middle of the Forehead of the Male,
grows to the length of 9 ft and 12 ft.
Thursday, June 25. The Beginning of these 24 hours, very
begins with thick, rainy weather.
At 10 A.M. cast off from the Flax.
Being myself out fishing in
cleaning the unicorn engine.
In the after part of the day
saw several Whales and had
some chances but with our
usual bad success.

The Foam and Industry in
company greater part of the day.

Friday, June 26. About the
beginning of these 24 hours, got
out to the Southward of the Ice or.
together and fell in with a sun
of Fish immediately around
of very large but all amusing.

Sat. in by the 17th 48° N.
Saturday, June 27. Got in among
the Ice again, at 6 A.M. passed
a large Flask but no fish to be seen
at 9.

In the course of the day
saw several Whales, and had

Fast called all hands, and sent
away all the boats. It was
sighting the great plenty of one of
Boat, and got near one, at last
Samuel Dickson got fast
at one, which proved to be very
small, almost the only little one
that was seen. A. 3 got
it alongside, and found
by 5:30. Measured 3 Feet.

All forenoon kept seeing Whales
in plenty, and had boats constantly
pulled after them, various descen
tions but without success.

The day very fine and examined
Ship floating and the dry in clear
water, a heavy swell one with a
fresh breeze.
a strong gale but with a gentle drift.
In the evening had the last little fish made off.
All day, mild, pleasant
dear, beautiful weather.

Tuesday, June 20. Shot part
of the right- and fore-mast tho.
and hung. 30 feet in sight.
In the afternoon saw a few
fish. The after part of the day
fine and clear. Ship playing
tugging amongst Flaws and
Shoals of Ice.

Monday, June 29. Greater part of
the day, thick, hazy weather, with
showers of rain and sleet to loosen.
At noon hauled up the kites at an
the watch and bore away before
the wind to the North-Eastward.

At 6:20 saw a whale and sent away
2 boats, at 4 p.m. At Anderson
Archer a young sucking whale
that had lost the mother
and kept playing with

At 12 M very hazy.

Tuesday, June 30. Showing
all day without intermission all
the M. Had boats away at different
times, but without success.
The weather mild. Wind S.
several ships in sight.
Wednesday, July 1st. At 11 A.M. sent a boat and sent away a boat in the course of the morning. The boats got pretty near some of them. At 12 M. had a long fall of 5 boats near 19 M. In the course of the afternoon the seamen, and for the most part, one or two boats pulling after whales, At 12 M. had 2 boats away in different directions but all to no purpose. So sickle is fortunate, out of all more we cannot get one, and day by day other ships are getting them all round us. Captain Pates from now is getting very downhearted at our want of success, even crying bitterly at our bad luck. The finest weather part of these 24 hours, very mild fine clear the latter part snowing and very thick. Ship reaching the Eastward several ships company. Little ice. At 12 M. so thick as to lose sight of the boats entirely, impossible for them to come aboard.

Thursday, July 2nd. At 11 A.M. Stopped at the Experiment came near for a few minutes. The weather beginning to clear up a little. The boats away after whales in course of the morning. At 12 M. Samuel Dickson got fast on the fish above the boat with her. The boat that got in much damage after running out they line, by hanging the fish to much the line broke and she was lost. At noon all the boats came aboard. In the course of the afternoon had a few scenes after fish but without success, though as usual other ships near us are getting them. The land in sight about 15 leagues distant. The sea this very warm, and clear. Lat. byObs. 70° 32' N.
Friday, July 3. The beginning of these 25 days from Ascension and a good southerly gale astern. 3 boats away and so near sometimes that the Harpoons was up to strike, yet could not get fast. About 24th. it began to blow hard and continued so all the forenoon and nothing to be seen. Ships flying amongst heavy cross ice, got several severe seas. All the boats hauled up. At Meridian the weather more moderate, and having got amongst streams the water became smoother. Saw some Whales and contrary 3 boats at 1/2 past 12, Gen. Hel. got fast - run out 7 leagues stream in 4 more harpoons and hauled run at 1/2 past 12. At 24th. alongside at 3 done fishing. Heavy cross ice. got several seas. At 1/2 past 4th. came to a large flow and kept flying near it, the 12th. but saw no Whales. To 8 Ship in company.

Saturday, July 4. Fine, clear, cold weather with fresh breezes till 12th. between 9 and 12 heavy with flying showers of snow. Pass a good many Whales in the course of the day, and 3... two, sometimes 3 boats away but without success. Broke the blanket with 10. The bolted with 13 feet. The beauty of Whatley fast and scarce this ship in company and in sight... Ship sailing, fishing and dogging as necessary amongst Harpooner. Tossing Heavy cross ice.

Sunday, July 5. Fishing fish with a heavy swell and thick fog in the 1st part of the day. Eater we remained there during the morning and boats done last with out success. The every ship in...
company has got one and some two
In the afternoon a strong wind and
sea are seas to be seen around
the Walker of house with 276 the ladsy
Of Whitley with 10 Tisck.
At 8 past 6 PM a whale is
heard down a boat, soon after
we are another and sent away at
boat. At 7 saw more caldine
hands and lowered away 3 snow bars
At 8 past 7 Rob. Smith got
got in 6 more harpoons and by 9
had them killed. the
and tail lashed up,
and began to tow
sea on board. At 10 began to
hunch and finished at 12 past 11
increased 2 feet 9 inch bone.
Monday July 6. The beginning
of these 24 bones thick and foggy but
afterwards fine and calm weather.
Ship flying and drooping
all day in clear water. Not
many Whales in view. Several
Ships in sight.

Tuesday, July 7, my first
awake agreeable weather all the
day. Some, sometimes incredible
blessed. Ship sailing all day
in smooth waters. Not many Whales.
About 4 in the evening we experinence
rather a frequent Phenomenon
which I considered to be an
Earthquake. The ship was felt
to shake and tremble, with a hollow
rumbling noise as if running over
a Rock. The sea seemed to be entangled
with the man in the Crownest
thought the masts would fall out,
and the people in the boat a little
way astern of the ship felt it so
much that they had to hold by
the shapers to keep themselves on their
seat. Had the noise or heard
been Thunder, it could not have
affected the sea. And it is not
likely that the meeting of two
great bodies of ice, could produce
a considerable vibration so great a
distance for there is no Ice to
be seen from the North Wind.
We are in Latitude 40° 22' North, and Longitude 95° West. We
saw a Whale in the distance, which appeared to
be about 600 leagues from the Land. About 8 miles
from the Land about 800 Whales were
seen. We made several efforts to
seize the Whales, but failed. We then
sailed 10 leagues, and saw a large
amount of Ice. We then sailed for
about 3 leagues, and found a large
crossing of Whales. At daylight
we sailed all hands and made a large
crossing of Whales. At 12 past 6 P.M.

a fish — the second very vicious man.
a boat could not reach to get out for
the store one of the boats which
immediately filled with water
and were lost. The people
were safe with — went away the
sail, and one of the boats with
the fish along side by 10 A.M.
By 3 P.M. some fish being found the
bow to measure
Went to beds.

Clear the deck,
got dinner and
sent away the boats again. There
being plenty fish at night.

Sat: Thursday, got fast. This fish
also struck the boat with her tail
knocked the wood into us, but being
near a stream of
Ice. The people got
upon it, and on

Boat belonging to
the Prince of Peace on the other side
seated on the deck in four a piece.
they are expected with only a good
Dunder.
Friday, July 10. At 3 P.M. we saw two whales and went among two boats. Afterwards the weather was very thick. In the afternoon it cleared up, when Capt. Woodward saw a dead whale a long way ahead, sent away two boats. There were several boats near him, but we got to him and our boats by a little screening got past them before they discovered their object. At 7 P.M. the boats got close to him, and finished their task: sent away two more boats to help them and at 11 P.M. got the whale alongside.

On shore, we were much worried and in a state of consternation, while

Saturday, July 11. At three 24 hours, blowing hard with heavy weather in the beginning. Saw fish in course of the day, had a boat away occasionally but without success. The people being gumiing bone.

At 10 A.M. saw a whale and lowered down a boat. At 7 P.M. Smith got fast. It was now snowing so thick it was impossible to see the boats, at 4 it cleared up. Got in is more harpoons and at 11 got the whale.
Monday, July 13. - At 11th hour

Tuesday, July 14. - All day

Wednesday, July 15. - At 11th hour

Thursday, July 16. - At the front part of the day, blowing fresh.
Tuesday, July 17th. All the troops part of their 24 hours, leaving a strong gale with a heavy sea which went on to Bed Sea State.

After dinner, the Governor of London, Capt. Killick, the Governor of Elizabethtown, Capt. Wetherby, and Capt. Wetherby, came aboard the Industry.

Second day, July 18th. To not able dean their 24 hours with fine and weather, but little wind.

Saturday, July 18th. The weather sature but very foggy on the greater part of their 24 hours.

Captain Wetherby aboard the Industry, Capt. Wetherby, from the Industry, Capt. Wetherby, from
the course of the forenoon, passed several streams and sandy places of ice & got a few adverse blows. As the N. grew more ice, the ship, in company as before, sailed along the edge of the ice. No whales seen.

Tuesday, July 21. At this 24 hours, among bitches with a good deal of ice & not tolerable clean. Ship lying to the Southward, had to tack several times for ice. In company with the Ocean and Industry of London, the Symmetry, Elizabeth, Discovery of Hecate, the Amovice and Ann and Anne of Worthy, of which fleet, the Ocean, Capt. Bevan is commodore.

Wednesday, July 22. Great part of this 24 hours on strong gales and a heavy sea from the Southward, towards the ice more moderate. In
the rest of the voyage and to do no more work.
At Noon in Lat. 74° 26' N from which we take our departure, being now quite clear of Ice.
In company with the other ships I remember.
Friday, July 24. A very intense fog all the morning with little wind. At 10 A.M. it cleared up and all the ships close together. The weather fine and beginning to get warm.
In the afternoon fine brisk breezes from the Northward.
Sailing with all ten yards. Rolling sails, Royals set. At 16 N. the fog came again very thick.
Saturday, July 25. The morning very foggy till 6, when it cleared. The rest of the day fine clear warm and rather to the wind, with moderate breezes from the N.E. Sloop running.

To the S.W. with all Staysails, Tops
and Studding sails set. At 12 P.M. the Sea was discontinuing the Tottenham, but rose again without getting below it.
At Noon in Lat. 71° 7' 28
Sunday, July 26. All the 24 hours fine brisk breezes from the S.E. with clear weather. Clouds rain in the morning. Sailing
and 7 knots per hour. Continued company as before.
The Sea set tonight between Wind and 12 o'clock, the first time I have seen it since the beginning of the voyage.
The Moon is also visible tonight the first time I have seen her since some months.
Sat. by Obs.: Log° 12° 18
Monday, July 27. The wind still continues fair. Sailing
and 7 knots all day. Have run 171 miles. The last 24 hours.
Fine clear weather greater part.
Tuesday, July 20. Light mists sometimes inclined to be calmer in course of the day - towards the latter part scarce signs of rain - the wind beginning to freshen a little and still continuing favourable. Between 9 & 10 P.M. it began to drizzle a little and more regular day's night begins - tonight we have 2 go & Three blackens after a day of 29 36 longitude.

In company with the other ships of the fleet.

LAT. by Obs: 67° 64' N.

Wednesday, July 21. The whole of these 24 hours, rainy incessantly - the wind steady fresh, - the weather as now begins to feel very warm. - Today the Sun was observed, but we reckon to be 1° 30' 15° Brest from St. Helen.

Thursday, July 30. The beginning of these 24 hours cloudy but closed up in course of the morning. The wind still continuing quite fair. - At 10 A.M. we descried the land of Ireland bearing S of E. As we neared Portrush we passed a few Royal Navy ships to join the other ships and bore away to the 16 to proceed the East Side of the Island.

About 10 P.M. got within 3 miles of land - when we discharged the Scotchmen and gave them a boat to go ashore.

The weather all day very fine and the evening extremely pleasant, sailing along the land with 20 & 21 Miles of some points. Banco as it is. it affords a most delightful pleasure to behold, an inhabited country never so moistly after so long an absence. The other ships of the fleet except the Armament were to go to Chelsea.
Friday, July 31. It is the morning, I left the Ship and found the Ship just fair from her berth to appear. Myself, the Captain and I got a Boat to go ashore and visit Leadenhall to see the House having had a pull about it before.

I now experienced a peculiar sensation I had never felt before. That in setting my foot on Terra firma after a 5 months cruise over the mighty deep and in stepping from the Boat to the Shore I could not help giving up a secret speculation to think, to whom I was indebted for the privilege I then enjoyed.

We went and drank tea at King's Head at several other houses. Having nothing particular to do, I thought it was our Captains intention to bring the Ship into the Harbour; but when we wished to come off to the ship, against the Men had got aboard and were not to be found. - I succeeded in finding some of them, and here I was taken

in the agreeable situation of looking along a few drunken sailors through the Streets of Leadenhall - however they again made their escape, and at 1 P.M. the Captain desent of it the Ship in a carry Boat, and at 3 P.M. anchored in Bersey Point. Most of the other Ships got in in the afternoon -

The weather all day very fine and every thing indeed appears lively and beautiful. - The Sheffields People who are great politicians seem to be most fond of the Murder of Mr. Periowsh, they are fonder, also of Peace with Russia and America.

Saturday, Aug. 1. The wind being Southerly and nearly calm we could not get out of the Harbour. About 10 A.M. I went ashore to the usual place, and came off again at 12.

In the afternoon I went ashore on the Island of Traha where I saw with Messrs. Caine, Young Surgeon of the Industry and Blue land
was the yellow fever died off. I went money by this means, but for speaking to bring a little sharply he sneaked off. Mr. Cain in trying one of their little creatures just got astride of it out of fun when it immediately lay down. There was the place. Vegetation here is very backward. This year later than usual, they say the weather all day very warm and fine. At 5, 7 a.m. came aboard the Inverness and afterwards went to Liverpool. At 10, 7 a.m. came off to our respective ships.

Sunday, Aug. 2. The wind still Southwesterly. In the morning Capt. Wethered, to Kingston came aboard to breakfast, and then went ashore. Mr. Cain came aboard to dine with me and afterwards we took a walk in the country round about. Later, and went to several times at one house where we called there lived an old man about 80 and Homer bin. After coming out we met a little
and the matter about this gude was
putting it was another day, again
asked 3 Shillings & agreed to take half
a crown for this lamb. — As we
returned on board the Ship and as
N. B. came on board the Ocean
Monday, Aug. 3. — In the
morning the wind still southerly
and very fine; the being no prospect
of going away, N. B. invited a
great concourse of Gentlemen to
Dinner to dinner. — The party
consisted of Capt. Wetmore, Kingston
Black, Hunter, Paynham, Mr. 
Spencer, Huckle, and two Messers.
wishing to be out of the battle
went away aboard the Industry
and Ocean. — The Surgeons of, which
were gone away to St. Lawrence not
long before. Progressed I did not
know, it I was to have accompanied
them. However it happened better
at war. — At 3 P.M. the company
disembarked at 7 A.M. hence
sprang up from the West and all
the Ships began to get under way.
I turned away the shore and threw away my coat half under.

Mr. Cane. He young returning from Aubrey on coming over a hill saw the ships under way to their purpose. Being much

a Chelsea. Capt. of the ship. They passed their words but they went slower. They stripped their sails and shouted they stood still. Prosperity is the mother of invention. Our copy of

thoughts neither. They thought of their Raleighs would not carry them perhaps they would stand there so they dismounted their

hold of their long tail with one hand while with the other they

rejoined along the flags and in this way they got to London before the ships got out of the sound.

We always slow in our motions our last ship in getting to

way. Due there being little wind it was midnight before we entered

of Drayton Head... A young gentleman of the island goes fishing with us.


fine weather all these 24 hours. In the forenoon light airs but in the afternoon a fine breeze made up from the Northwest.

A.M. 10 Abc E. of London. Two at 6 P.M. Abc E. of Fair Isle. Had seen fishing boats off from the latter place with tools, eggs and three dogs in nothing from their neighbouring fishermen only.

they are there more greedy cunning and dishonest.

The Ocean (Commodore as the peace) to the Interior of London:

The symmetric, Perseverance, Elizabeth, Egginton, & Manchester all of Hull. in Company.

Wednesday, Aug 5. The sea fine 24 hours, fine weather in a fair wind. At 10 A.M.
Saturday Aug 8 At three 3h 00m evening cloudy but no one thinks it will hold its course.

People busy painting the ship.

Sat. in by Obs. 30° 25' N.

Thursday Aug 6. Position

On the 24th of Aug the weather is rainy and as far as the eye can see to the south of the shore of

Old England. - 21h 00m over.

The weather today cloudy.

Friday, Aug 7. During the morning rainy weather, afterward hazy - clean toward, evening - 24h 00m passed the beacons of the京津

by Noon past the 58° one - kept close to the shore with tolerable breeze and at 3h 00m closed the sea gates - as the doctor

anchored in the hope.

Having resolved to go up to London with Henry, Capt Peter

and myself we went up in the ship from Enger called as

The Ocean and Mr. Cain accompanied.
Monday, Aug. 10
In the Graveland boat we had not a pleasant voyage at all. There was little wind, the night was dark, the boat got ashore, the passengers noisy, and I did not get a wink of sleep all night.

At last the boat could get no higher and brought us below Woodseach - we procured a smaller boat, to take us up to Blackwall where we landed about ten in the morning.

First we went to Green Road to Mr. Westwater's, then to Mr. McVicar's - afterwards parted with Mr. Bain and set about getting rid of my charge. After making a great many calls on people of all denominations informing them distinctly their husbands. Shrewsbury was going to deposit at the end of the charge of his uncle, Mr. Scott, we were stopped by the Deep Gary in Blackfriars where, however, along we lay on without any trouble.

After a great deal of back and forwarding, I took up my residence at College Street for the Night.

Tuesday, Aug. 11
The weather, very dark, heavy and rainy, greater part of the day.

In the afternoon I went down to Deptford to see after the ship, when I luckily found her entering the dock gates.

Every thing being disagreeable, the people drank squarrel, and the mate little better, I left her in the evening and went up to London.
Wednesday, Aug 12th. Today I had to remain in charge of the Ship. — The Captain, Mate and 2nd. Mate being absent. The latter coming on board from any office. — Went and took a walk with Mr. Smith, Surgeon of the Hope — and in the evening read on Board the Ship.

Thursday, Aug 13th.

Today the Burnettice officers came aboard and invested the Prize Company. Had a great deal of bustle through the day — at night stood on Board by the Captain's particular request.

Friday, Aug 14th.

Today the owners were on Board and paid the Ship. & today I end my Voyage to Greenland.

Fish got at Greenland by the Inventors in 1012

May 26 Dr. Hendrickson 70 0
26 Geo. Woodward 11 0
June 9 Reb. Woodward 7 0 9
13 Samuel Dickman 3 0
14 Dr. Hendrickson 4 0 9
16 Wm. Sinclair 11 0
20 Reverend Dickman 3 0
24 Dr. Hendrickson 1 0
July 3 Geo. Dickson 7 3 0
3 Reb. Smith 9 0 9
9 Reb. Woodward 10 0
14 Dr. Hendrickson 0 0 6
10 Reb. Woodward 9 0 6
9 Reb. Smith 10 0 2

14 Fish in all, and Baled
132 Tons of Oil
On the 20th Aug. the Nabobine returned with 20 Fish.

On Sept 20th I went to reside at Mr. Scrope's in Brunswick Place and during the winter attended Lectures on Botany and Physiology by Mr. Nightingale and Surgical Lectures by Mr. Webster.

In Jan 1813 my friend
Shoutie went out to India
Assistant Surgeon in the H.C.
Bearing the East Carriage, bound to Madras and Bengal.

In November 1812 I was
after getting done with the Ship
Capt. Pitts went to Shinde on a visit, and there married a
Debin lady. He married with
whom he lives very happily.
The annexed Plate will give some
idea of the dangerous situation of
Ship amongst the Ice. But our
experienced Seamen are by skilful
management - accidents do not of
rare occur when they do happen it is
not unfrequently through carelessness
or ignorance.

The Plate represents the Brig 'Idea'
of Newcastle, which on a voyage to
Archangel was driven by severe winds
thus far to the Westward, and was
wrecked amongst the ice on the
30th July 1807 in latitude 71° 10' N.
The master and crew were miraculously
saved after being at sea in their
given closed for 22 days in an open
boat - during which time they
forced provisions of 500 cwt. upon the
 scanty subsistence of half a biscuit
and a glass of water per day - instead
enduring every hardship that hunger,
cold and fatigue could inflict they
passed as Christians in the Holy
3 weeks after leaving...
A faint Idea of Greenland

The Island of Brassa in Zetland, off point to Lerwick
ICE BERGS
The Neighbourhood of Mollyshack Tower, Cumberland Island, N. America
From the Edinburgh Review.

Taxes upon every article which enters into the mouth, or passes the body, is placed under the foot. Taxes upon every thing which it is pleasant to see, hear, feel, smell or taste, taxes upon warmth, light and locomotion, taxes upon every thing on earth and the waters under the earth — on every thing that comes from abroad or is grown at home — taxes on the uses material, taxes on every first value that is added to it by the industry of man — taxes on the daring which expands man's affections and the way that restores him to health — on the corn which decorates the judge and
the rope which hangs the eam
in another on the deck means
dock and the sick means
dreee on the masts of the
ship and the umbunds of the
bridge at bed or boarder
convenant or covenant are

Music pray. The popular bay
while his tape'd top. The head-
ly youth manages his tape
d horse with a tape'd bed on
a tape'd road! And the very
Englishman pouring his oyster
which has paid 7/100 cent into
a spoon that has paid a man
flung himself back when
his chimney bed which has
paid 2d per cent. Makes his
tell on an 18 hands and
expenses in the arms of an
Apothecary who has paid a
license of an hundred pounds

for the privilege of putting
him to death. The whole
property is then immediately
taxed from 2 to 10 per cent.

Besides the probate, large
fees are demanded for
burring him in the chimney
his vertices are handed down
to posterity on tape'd mache
and he is then gathered to
his fathers to be tape'd no
more.