A Second Voyage to Greenland
In the good Ship Inverness
Under the Command of Capt. Arch. Polls
10/3
Tuesday, March 9th. Left Mr. Strong's and went down to the Ship, lying at George's Wharf, Deptford, wrote some of the Master's list, and returned to the county.

to College Street, was surprised to find a letter left me by Mr. Brooke, requesting me to come back for a few days for they had in a few hours after I was gone, despatched my successor. Resuming my work, did what little was to be done and came back to College St. was busy packing up my things till 12 o'clock.

Wednesday, March 10th. Got up at 8. proceeded to pack up my bedding and other things and went to Mr. Strong's by 10, this being the last day. I and all the family were gone or going to Church till 10. A. M. Then came home, wrote a letter and went to Bed at 12.

Thursday, March 11th. Got up at 8. Related V got down to Deptford by 10 past 8. Went for a little while on board the

Industry. Having finished the
Saturday, March 13th. At 3 P.M. Watched and called five cups, got tea and set off by 6, walked all the way and got to Boston by 11. Soon after 6 I attended to a patient and then to Dinner. A hat went home in the evening — called at Mrs. Haines who was extremely kind. A Mr. H. and Mr. Bell, drank tea and spent the evening at Mr. Maker's. Time 9.30 P.M.

Sunday, March 14th. Rode to Sagamore, and afterwards to bed. Awoke this morning, to see some patients came home by bobs and got back by 10 o'clock. The wind has got round to the South west and blowing very hard, so that I fear the Finch is getting far down the ground. So the coming went with Mr. and Mrs. B., at dinner tea at Mr. D., the best. A great saving in having my horse's curiosity I gave a small compensation to reward for her what I could.

The next evening of Mr. and Mrs. tonight is fire to rest of early in the evening. Had a very kind invitation to come back at any return.
Monday, March 13. Did not get away till near 7, walked to Glasgow. Then the first stage went back and in which I went to Greenock. When I arrived about 11, went to Mr. Beilby's to enquire after Mr. Ship's. Found she was at Greencorn—called at Mr. Beilby's, and returned to my Lodging, prepared my few remaining things. Went to call at St. Andrews but met SJ only a little refreshment and went on to the Queen's Arms in Glasgow just in time for the Greenock Boat. Embarked after a favourable voyage of three got on board my Sloop at Greencorn between 5 & 6 P.M. Any referee from yesterday, 1st., seems coming down the river, in a squall. Mr. Hodson is a very decent young man, very taken on board the Sloop.

At 8 the Queen's Arms came on board and paid the Sloop for the journey. They went away about 9 P.M. Wrote a letter and went to bed about 1 A.M.

Tuesday, March 14. This morning early Mr. Pete went aloft. The Morning was very fine. Wind from N.W. to N.E. 34. P.M. weighed anchor and turned about. The wind at 5 brought up on the Shetland and tarried there. Mr. Scott a Royal Surgeon goes with us posthaste to Shetland for native country. He is a very good agreeable kind of a gentleman. Mr. Pete wished me to go on board the Neptune this afternoon which I declined, not wishing to keep up nor to form any new acquaintance amongst my Scottish friends.

Wednesday, March 15. This morning Mr. Surgeon of the Neptune came on board to pay me a visit. However, I was not much surprised, and he met me with so cool a reception that he would be disposed to return the visit. In the afternoon Capt. went up to Greencorn and returned at 9. Have been all day laying in the Shetland to Mr. Pete's request and to receive on this account. The Neptune Industry, Dundee, Hope, and two or 3 other ships in company Capt. Robertson of the Neptune is appointed our Commodore.
Tuesday, March 18. 11 A.M.

Weighed and weighed down the
River, brought up between 8 & 9 in
The Reach, the Commander on
some secret excuse went up to
Gravesend, and did not return
till 3. Thence we did not
move. Spent the day in various
inconsiderable ways. Missed 3.

Sent a very pleasant, delectable
This evening has been spent
in reasonable and moral con-
versations. Sat not oftner on
with in these Places. I am
happy to perceive a very favour-
able alteration in the Pits near
this Mansion.

Friday, March 19. 11 A.M.

Talked about the River Basing
Then went to Bed. All the day
have been laying in the same
situation for getting under way
before, the Commander had
brother to lend excused Saturday,
the weather to be sure today has
been heavy, but at times the sun
has been clear and there is no
doubt we might have been far
then down and ready for any
wind, but we did not.

Break
The day in reading a little, weighing
some letters of ship. Went to 10 P.M.

Saturday, March 20th. Get up,
at 7 and found no sign of
however at 9. The wind no longer
would afford any excuse, and the
signal was made for weighing.

We set off with a fine breeze from
the Southward, which continued
all day. At 5 the Pilot was dis-
charged of the Search Light and the
Ship went out of the Henry Channel
have been rather sick, but the
wind being now at E. I am not sure
now, hope I shall be able to con-
quer it. wrote while I could in the
course of the day and in the evening
make a little preparation for the
Duty of tomorrow. Went to bed at
12. 5 A.M.

Sunday, March 21. 11 A.M.

Went to office of Chaplain, after Breakfast
made some further preparation for
the Morning's exercise. The session
lasted from 9 o'clock, having a little
by happenstance I thought it proper
To make Death the subject for this
Morning. At 11 we were assembled
in the Table, where I proceeded to the
Second Duty by delivering a hint.
Thursday, March 25th - Blowing hard this Morning. Took in the Boulevard Sails. Towards 12 the wind kept increasing with a very heavy sea. Reencountered a ferry boat, the Ship Suffered a deal of seas, more than ever I saw her before. - Clove and the Plowboat and took in the Main Sail. Brought to have made Scotland in the course of the forenoon, having run 157 Miles since yesterday at Moonlight.
Southeastward. Towards evening the Gale on the abode, but still
more moderate. The Hope in sight also hugging to windward
appears to have turned away for the top. Mist. If the wind
continues nor easterly may beat here to an eternity. Have been very
illy all day, expect to go to bed at 4 P.M.

Saturday, March 28th. Found
the wind had changed us through
the night again. At 9 A.M.
Beaufort Head, bore WSW, Dist. 30
6 leagues. All evening the wind
moderate & Ship steering S.W. by E.
At 7 P.M. tacked and 24 6 leagues
North Head, tacked again and
hugged to windward around Beaufort
Head. Night very clear, very dark with heavy squalls
wind and rain. At 9 1/2 past 12
found ourselves at the Mouth
of Beaufort Sound, where we took
ourselves for clay light. Went to Bed
at 2 A.M.

Sunday, March 29th. At
5 A.M. bore up into the Sound
and at 1 1/2 past 5 came to an
Anchor. The Hope got in some
time after us. To the Harbour
Monday, March 29th, 18__

 Went ashore in St. Heleme: this morning called at a few places, took a walk and returned on board to dinner. The weather at times quite indifferent, with squalls of wind and showers.

Tuesday, March 30th, 18__

Went 24 hours south, with heavy squalls of wind, rain from 10 to 12.

Wednesday, March 31st, 18__

Went 24 hours, blowing a strong south wind from the St. The weather dark and cold, with very heavy showers of rain.

Thursday, April 2nd, 18__

At 9 A.M. went up to the quarter-deck, with the Surgeon of the Industry to see the last from St. Heleme.

Friday, April 3rd, 18__

At 8 A.M., this morning, a most uncommon...
Saturday, April 3, 18__

...and it rained at St. Pioves and ordered the best of Irish to cook for a break. I gave 25 to Capt. Reuben and went to the trader and traded and came on board to dinner. The weather all day has been moderate... 

Sunday, April 4 — Weathered in the boat with the capts. This morning rode at the yard. Then went on shore — remained a while at St. Hay’s and then went to the bank. Brought Capt. Steele with us to town.

On half of the people went to church in the morning. The rest of the men went to town. The sea part of the day nearly calming, in the afternoon moderate breezes from the southeast about 3 P.M. most of the ships got under canvas and sailed out the north passage. We weighed anchor and brought up abreast of Fort Charlotte.

In the evening blowing a fresh gale with southerly wind. Wrote a letter.

Monday, April 5 — This morning got a barque boat with one to go out to look for the logs. Wrote a letter.
Tuesday, April 6th. This forenoon the Commodore landed to inquire for all Masters. They had been on Board the night before, and it was agreed not to sail today. They left all our Scottish men on Board 15 in number. Went the afternoon on Board the ladyship and started the evening. Wind N.N.W. Squally weather.

Wednesday, April 7th. This forenoon the weather damp and hazy with light airs from the N.W. By my observation the ladieship had made about 30 miles to Denniss, according to my chart. At the last the chart is wrong.

Thursday, April 8th. This morning the wind was contrary and the weather since I intend to get under way as soon as there is water enough over the bar. At 11 A.M. the Latona of Aberdeen came in, which brought the intelligence of the Ossean of Peterhead, being too weathered and only 2 hands saved. Also in the same gate the Thistle of Aberdeen struck upon the bar in some rocks, and went awry with her keel, after which she was pulled up under the bar. After 12 went ashore to get some paper, came off directly again.

At the last we took the Shy's and away... I spoke the ladieship.
just come in. She has been going to the States, then the three time she has just back. In some of the late gale a Sea robust, fixing the masts and main in the cabin windows.

Sailed out at the North Pole, with the rest of the fleet, viz., an Florian, Dender, Yps, Industry & Britannia of London. at 3 had got safe through the ice for the other ships. At 7 pm abeam of the outer Gey, bearing nor'w'd at 8 bearing w'sw.

A fine clear Moonlight evening, wind SW.

Sunday, April 9th. This morning facing wind, west state South, a fine breeze, all standing sails set. In the afternoon wind got to the Nw. and rather blowing fresh. Bloom on the masts. Day weather to the end and Moonlight. In company as before. Have been very9

URV 1873, all day and night for doing any thing.

Latitude by observation 62° 9' N.

Saturday, April 8th. All day fine clear weather. All the grounds light air with a heavy sea from the west. In the at night and evening some calm. The wind still continuing. Still very calm. We ate a little salt and then.

Latitude in at noon 63° 9' N.

Sunday, April 10th. Passing the morning fine breeze from the land. Still very calm. At 11 began to take some all cleaning. This fine and wet. At 12 had dinner, as in the cabin, with a good time.

From the fore part of the day moderate breezes, with a heavy head sea. Ship making but little progress towards evening fresh breeze, at 8 pm. The wind South. Latitude by calculation 63° 14' N.
Tuesday, April 13. At this 24 hours skipping gates and this evening heavy and nasty weather, the night beautiful, being at Meridian of Moon and Dark Light. Shot under close canvas, fore main to sail and wind fair astern. Shot at N. 10. Latitude at 1 hour by 30' N. have therefore crossed the Arctic Circle and are now fairly in the Tropic Zone. In sailing as before. Have got so far west as to be able to write a little today at times.

Wednesday, April 14. This Morning the Ship came on fast to windward about 20 leagues and continued all day, with a gentle breeze. Passed many rocky islets, one about 50 miles land on the Disco just where I saw lying in Oct. which I thought I should see the sides of, but luckily no accident happened. At N. S. the Jib and under anchors refused main and sail, and

also the Jib and Summer. The other Jib kept setting. About 8 P.M. the gate closed, set sail again. The sea still continues high.

Thursday, April 15. Have 24 hours moderate breezes and fine clear weather. Began to be cool, the sea very cold. Wind about N. E. Tonight some dark hump but a gray twilight for some hours. The Divide Hope in coming along have been tolerably well today, and busy writing tonight on Lectures or physiology. No obstacle to come from these some days. Saws an Ice Berg at 8 o'clock three hours, which is ominous of not being far distant from ice.

Friday, April 16. Sailed this Wind N. Moderate breezes most of the day and clear weather. From 8 A.M. to 12 thick with mist and rain. At 11 P.M. fresh breezes commence to blow. The weather pretty cold today. Have not get much to the North, wind being against us. Latitude in by observation 71° 39'
Saturday April 17. " In the morning moderate breezes from the S. with fleet. At 4 P.M. the sun to blow hard, and it continued a strong gale all the rest of the day, with a heavy sea. At 6 P.M. tacked ship and stood to the Southward. Being afraid of coming to the ice with the wind as it is, as we could not get off again. - Wind Eastuly, have lost sight of the other ships.

Sunday, April 18th. A beginning of their 24 hours still blowing hard. At 9 A.M. saw the ship and stood to the Northward against. At 10 all hands assembled in the cabin to Prayers. Read a Sermon — exposing the expense of Sinners.

Luke 14:3.10. "And they all were with one consent began to make an end." — By noon the weather more moderate. — Able to set more canvas. — Moderate to the end clear weather. — Water darkness, if no sign until 3 months to come. — No ships in sight.

Lat. by Obs. 79° 09' W.

Monday, April 19th. About 9 A.M. Passe the ice, several large vessels in sight. Tack Ship and stood all day to the Eastward out side of the ice. — Wind Southely, the first part of their 24 hours moderate and clear weather, in the afternoon and evening increasing to blow strong. Lattely thick fog with sheet. This day southwest on course west of Shetland. — No Observation.

Tuesday, April 20th. In the morning strong breezes and thick. Coswerly weather. At 8 A.M. saw the ship too, and set her North to the NW. — Wind NW. — At 10 clear sky and set east to the NE. All day moderate breezes and clear. — Did not fall in with any ice.

In the evening, set thick again, recovering land, and blowing fresh from the NE. — At 9 P.M. have he and shifted to the Northward.

At 11 wind suddenly shifted to the NW. — Set sail and bore away against to the NE. — Recovering land to the end. — Still have seen no ice. — Busy all day writing.

Latitude by Observation 74° 15'
Wednesday, April 21st

For part of these 24 hours fresh gales, with snow. West NW and the weather freezing cold. In the afternoon cloudy and clear. - In the evening fine, mild, clear weather, with very little wind and a more northerly than in the morning. - The ice all day had been going almost due North, yet not a particle of ice has been seen at the north between 75° & 76° north latitude, but we are a good way to the eastward. - At present, Midnight perfectly light, so as to write this, indeed almost as light as at noon. The Sea perfectly smooth, and everything serene and pleasant. By contrast to the weather we have had are along.

Thursday, April 22nd

The beginning of these 24 hours calm. At 6 P.M. a fine breeze sprung up from the NW. - Served to the NW and came amongst pieces of thin Ice in 1810, which being all in little round lches are called Pan-bahes, as we advanced to the Northerly, the lches became larger and closer till they became almost general with small spaces of clear water.

After dinner went up to the brewhouse a couple of hours for the first times.

People busy all day in getting the clips toke and every thing ready and clear for fishing. Till 6 P.M. sailing amongst the above brashy stuff. - These run away before the wind to the N.E. and come directly into clear water, not a particle of ice to be seen in any directions at the approach the Latitude of 77° North, with ice somewhat remarkable and rather an uncommon occurrence.

The weather all day fine, and clear. - At 6 P.M. to 12 a little snow, but not thick. The 12 storms N.E. No ships to be seen since started from the Dundee and Hope.

Lat: at Noon by Obs. 70° 33' N.

Sip. going 3 4/14 knots.
Friday, April 23. Beginning of this 24 hours, continuing all which — how. Ship to lay a few hours. At 0 A.M. blowing a gale of wind, from the East. Ship running to the Northward, and to the Ice to be seen. Sood to the Westward and far in with. Dense Ice, which gradually became thicker as we advanced, till they found contained and large patches. At more moderate kept going West in order if possible to find Ice — fell in with a few struggling, solitary pieces and their one.

At Noon and part of the afternoon blowing a hard wind with a heavy Sea. — yet out of eight of Ice of every desig.

At evening more moderate — not so cold — Wind took off to North. — Ship lying on E & W.

No Ice to be seen — Not a Ship seen — And not a Whale been seen at all since we have been in the country. — During the day clear weather, from 11 A.M. to 12 a little snow.

Lat. by Observation 42° 15'.

Saturday, April 24. Beginning of this 24 hours, blowing with, even increasing to a no.

North Gale of wind with thick Ice. Ship near the Westward.

This Gale still continues, Ice under lessened. Upwards, running to the Eastward. At 10 hours to under a dense cold threat.

At 11 saw the land high land with a mass of lofty mountains clad in snow, distant about 15 miles.

At 10 it's head to the Westward all the other Ships to the laying too. — At 11 P.M. within

And Brandon — at more sail. To the end of these 24 hours blow ing weather. Were absolutely buying cold. — No less than 500 Shingles being to the Westward — none at all nor in sight. At 11 a M. 40° 21'. Latitude.

Paying the Evening employed prentice, and duty of the

noons. Went to bed at 2 A.M.
Sunday, April 25th. At 41. The sea was quite calm, and the air was very heavy and damp. The wind was from the N.E. with a heavy sea, and the temperature was quite cold. It was observed that the sea was calm and free from storms. The wind was from the N.E., and the air was very heavy and damp. The sea was quite calm, and the air was very heavy and damp. The wind was from the N.E.

Monday, April 26th. The weather was moderate. The wind was from the N.E., and the air was very heavy and damp. The sea was quite calm, and the air was very heavy and damp. The wind was from the N.E.

Tuesday, April 27th. The beginning of the day was quite calm, and the wind was from the N.W. It was observed that the sea was calm and free from storms. The wind was from the N.W., and the air was very heavy and damp. The sea was quite calm, and the air was very heavy and damp. The wind was from the N.W.

Wednesday, April 28th. The weather was moderate. The wind was from the N.W., and the air was very heavy and damp. The sea was quite calm, and the air was very heavy and damp. The wind was from the N.W.
Thursday, April 29th. - The
Beginning of the 24 hours from
light Brugges - Ship running
North Eastward along thing
of the Ice. At 7 A.M. got quite
out from amongst heavy Ice.
During the Morning of the dif-
f erent Ships via the Augustus y
Hull, British Queen of Jeddah or
Cresta of London. - At Noon
Strong Breeze - about 40 Brgs.
in sight, mostly are running
to the Eastward. - - running or
amongst streams of Ice broke
through several Bays Streams.
Towards evening the Streams
larger and snow cold.
At 5 P.M. for the first time
saw several Whales - had away
3 Boats - at f they returned with
out success. - At 8 saw more's
sent away 2 Boats but could not
got near day. - Some Ships
in sight. - Fresh Breeze and
clear weather to the end.

Lat: by Obs. 78° 17' N.

Friday, April 30th. - Beginning
and printed part of the 24 hours
from Brugges and clear fine weather

Thursday, April 29th. - The
Beginning of their 24 hours from
light Brugges - Ship running
North Eastward along thing
of the Ice. At 7 A.M. got quite
out from amongst heavy Ice.
During the Morning of the dif-
f erent Ships via the Augustus y
Hull, British Queen of Jeddah or
Cresta of London. - At Noon
Strong Breeze - about 40 Brgs.
in sight, mostly are running
to the Eastward. - - running or
amongst streams of Ice broke
through several Bays Streams.
Towards evening the Streams
larger and snow cold.
At 5 P.M. for the first time
saw several Whales - had away
3 Boats - at f they returned with
out success. - At 8 saw more's
sent away 2 Boats but could not
got near day. - Some Ships
in sight. - Fresh Breeze and
clear weather to the end.

Lat: by Obs. 78° 17' N.

Friday, April 30th. - Beginning
and printed part of the 24 hours
from Brugges and clear fine weather

Thursday, April 29th. - The
Beginning of their 24 hours from
light Brugges - Ship running
North Eastward along thing
of the Ice. At 7 A.M. got quite
out from amongst heavy Ice.
During the Morning of the dif-
f erent Ships via the Augustus y
Hull, British Queen of Jeddah or
Cresta of London. - At Noon
Strong Breeze - about 40 Brgs.
in sight, mostly are running
to the Eastward. - - running or
amongst streams of Ice broke
through several Bays Streams.
Towards evening the Streams
larger and snow cold.
At 5 P.M. for the first time
saw several Whales - had away
3 Boats - at f they returned with
out success. - At 8 saw more's
sent away 2 Boats but could not
got near day. - Some Ships
in sight. - Fresh Breeze and
clear weather to the end.

Lat: by Obs. 78° 17' N.

Friday, April 30th. - Beginning
and printed part of the 24 hours
from Brugges and clear fine weather

Thursday, April 29th. - The
Beginning of their 24 hours from
light Brugges - Ship running
North Eastward along thing
of the Ice. At 7 A.M. got quite
out from amongst heavy Ice.
During the Morning of the dif-
f erent Ships via the Augustus y
Hull, British Queen of Jeddah or
Cresta of London. - At Noon
Strong Breeze - about 40 Brgs.
in sight, mostly are running
to the Eastward. - - running or
amongst streams of Ice broke
through several Bays Streams.
Towards evening the Streams
larger and snow cold.
At 5 P.M. for the first time
saw several Whales - had away
3 Boats - at f they returned with
out success. - At 8 saw more's
sent away 2 Boats but could not
got near day. - Some Ships
in sight. - Fresh Breeze and
clear weather to the end.

Lat: by Obs. 78° 17' N.

Friday, April 30th. - Beginning
and printed part of the 24 hours
from Brugges and clear fine weather

Thursday, April 29th. - The
Beginning of their 24 hours from
light Brugges - Ship running
North Eastward along thing
of the Ice. At 7 A.M. got quite
out from amongst heavy Ice.
During the Morning of the dif-
f erent Ships via the Augustus y
Hull, British Queen of Jeddah or
Cresta of London. - At Noon
Strong Breeze - about 40 Brgs.
in sight, mostly are running
to the Eastward. - - running or
amongst streams of Ice broke
through several Bays Streams.
Towards evening the Streams
larger and snow cold.
At 5 P.M. for the first time
saw several Whales - had away
3 Boats - at f they returned with
out success. - At 8 saw more's
sent away 2 Boats but could not
got near day. - Some Ships
in sight. - Fresh Breeze and
clear weather to the end.

Lat: by Obs. 78° 17' N.
Sunday, May 2. - Beginning of these 24 hours fine, clear, warm, calm. South east wind.

Monday, May 3. - Fine clear, beautiful weather, engines, 24 hours, at 1 A.M. the sun far above the horizon, indeed he has been as bright at Mid-night as at noon for a day or two back. Went to Bed at 3 A.M. got up at 10.

All forenoon fine, warm weather and light easterly winds from the Southward. - Ship sailing along the edge of the Ice which every where appears like solid rock, no Whales to be seen.

During the forenoon the land is sighted high and bold, but towards evening the Ice only 2 or 3 Mountains emerging above the horizon. In Lat 71° 18' N.

In the evening tacked and sailed to the Southward - No Ice any where to be seen. - 9 or 10 feet in sight. Latter part fresh breeze, equal and cloudy. With a good deal of Sea.
Wednesday, May 14 - Beginning
of these 26 hours, a nasty sea
with griff of wind. Rising
the forenoon which annoy weather.
In the afternoon clearing off
and nearly calm to the end. - Troop
of the South Touchwood. - The Sea
was right - but no fish to see
seen.

Wednesday, May 15th. Beginning
of these 24 hours calmer. Great
part of the day passing a heavy
with light breezes. - Steam going
at along the edge of the pack ice
our ships. - In the evening got
into a large hole where some
several ships, amongst which
the Yankee, the Touchwood, but some
apparently with winds.

In the air fine clear and
to weather. - At 12 Midnight the
Sun and Moon both high above
the horizons. Wind North East.

Lats by Obs. 90° 40' N.

Thursday, May 16. Beginning
of these 24 hours fine clear weather.
At 2 P.M saw the Patagonia of
London known on our deck
in order to get expanded a little. Having
got alone with a piece of ice during the
Gate on Sunday 23rd April. The boat
came away with the carpenter in order
to render them some assistance and
stood towards them with the ship.

At 3 made our ship past a piece of
ice and we are at our end and the twenty
at the other brought up the Patagonia
while the carpenter were employed.

Bent on Board the Touchwood
remained with it. East till Okhola,
the Patagonia was signified.

End of the Ship - Capt. Killick of
the Erratta came on board, left alone
for a little while.

All afternoon quite calm and the
weather extremely clear, pleasant.
and very sunny - notwithstanding ice
was forming on the surface of the
Sea. - The Moon has
continued to be visible throughout the
day - it is looking as a large
when she appears at all times.
Toward the end light breeze.

Cloudy - Ship flying about in the
Bite - nothing to be seen.

Lats. by Obs. 70° 33' N.

Friday, May 17th. All day on
Renate Brees, cloudy and at times
cloudy. Ship flying to the S.W. in
the forenoon amongst very heavy
masses of Ice and very thick.
Saturday, May 9th. The wind fresh and the sea hard, but the weather fair. Early in the morning, about 8 o'clock, the ship made fast to a favorable place, turned to towards the west, saw a whale and a whaleship, flying and dodging about among the whale-ships the remainder of the day. 2 ships got beef. 2 or 3 whale-ships were out. The weather was not favorable for getting fast. About 40 miles in sight. At 5 P.M., constant, the East. We are about the Hope S. did not come back like Sunday.

Monday, May 10th. Beginning of another 24-hour, by some means heavy weather, rain, and snow, with fresh winds. The sea running together in some places, rolling up large waves of water, and striking against other ships, flying about and falling too where there is most room. About 9 o'clock, the wind abated. We were seen at sea. In the afternoon, rainy weather, a strong east wind, ahead, of getting fast. Afternoons came on to the west for a while increasing to the east.
Wednesday May 12. This day the weather was very pleasant, but the wind was fresh and strong, making it difficult to sail. The ship was making good progress, but the crew was working hard to maintain their pace.

The wind continued to blow, and the ship was making good progress. The crew was working hard, but the weather was very pleasant.

Thursday May 13. This day was very pleasant, but the wind was strong, making it difficult to sail. The ship was making good progress, but the crew was working hard to maintain their pace.

The wind continued to blow, and the ship was making good progress. The crew was working hard, but the weather was very pleasant.

Friday May 14. The weather was very pleasant, but the wind was strong, making it difficult to sail. The ship was making good progress, but the crew was working hard to maintain their pace.
Saturday, May 13. At noon 24 hours strong gales continue with equally heavy creasths, the much more moderate towards evening. Keep dodging and 

the streams in company with the Fountalin of Lynne. May 14th, 5 p.m., have driven a long way to the Southwest and been again. 

Sunday, May 14. This evening of these 24 hours strong gales, equally and heavy. — In the early part of the morning most 

very heavy and clear. Moderate and clear weather to the end. — And pretty cold. Monday, May 15. — All from 

almost entirely clear water, but few small 

light breezes. — Mary thick and 

thick with some showers occasionally. 

Throughout the day. 21 feet in sight. 

riding keen through the day only 

the above 2 ships in sight, 

all gales, and very heavy.
Tuesday, May 18. At 5 p.m. 24 hours from the Hebrides, in the afternoon; at 9 a.m. they were sailing in a heavy sea towards the east and among streams and icebergs. In the morning, from 9 a.m. and had a boat away twice, but without success. At 3 p.m. the Chief went on Board of the ship and came back about 5 p.m.

Wednesday, May 19. Four icebergs and clusters of icebergs began to form in the sea. At 3 p.m. a whale is discovered near a boat. At 11 a.m. another boat and sent away two boats but it steamed up without success. The ship amongst streams and large pieces of ice. At noon very light wind, and during the afternoon almost dead calm. The weather mild and very cloudy. At 12 p.m. the sea was very rough. At 9 p.m. saw one whale and sent away 2 boats. The 4 boats were seen at 1 p.m. and sent away 1 more boat.

Thursday, May 20. At 11 a.m. 24 hours from the Hebrides; at 9 a.m. the May Ice is thick as to prevent the ship's way. - Only steering north and at times quite fast. Not far from where we were yesterday, but only one whale seen. Boat in the morning. The weather very mild and cloudy.

Friday, May 21. At the beginning of these 24 hours east and the ship's fast coming May Ice. At 11 a.m. a light air from the north. The sea at noon from the west and clear. The weather in the afternoon was very cloudy.
among heavy storms and fires of Ice in Baffin Bay with the
Union flag of Peterhead. At 6
P.M. came on to blow fresh with
Icicles hanging everywhere. Smith continued to the end. - Keep looking to
the May Ice all broke off now.
Whales seen all day.
Saturday May 22. Beginning
of these 24 hours strong gales from the
No one thinks moving evan there along
0.1. As now 2 or 3 Whales and Screen
a boat away but did not get fast.
At Noon blowing strong. Ships
laying too and dodging on a hole
between a stream and a pack the
latter in company on the other
Side of a stream.
In the afternoon little wind had
still very thick, - At 1 p.m. seen
the ice setting up very fast towards
the pack. - after all hands to get up
ship east, but could find no way
to get very very scarce we could not
better. Most precipitationally at dinner
up and the lanes got to the ship.
At 3:30 completely hemmed in
in a hole, between the former pack
and the streams setting up against
east, - kept flying about in the hole
as long as there was water sufficient.
Mr. Smith had not very much time
to show us to take the Treasure. Tintin
bounced again but in the space for one
mouth there was not a drop of water to
float the ship. To add to our abundant
delight there was hardly any current
or heavy swell among the ice. Let all
the ropes out of the sides, set all our
course far and began to move before the
west, making a rope fast to a Jones's
and covering when it could be done
people with ice foibles. Shoving near
the ice ahead. The breadth of bow
that we had to come through was about
1/2 a circle, and which seen would have
been three times that distance if fast
was the ice receding together. on the
other side the pack extended far among
the smokes, as far as could be seen from the
east here was Ice. A poor surgeon
was bowed from the lower chart down
on a piece of Ice to make a rope fast
could not be got on shore again, he was
agitated and NYPD up with fear and
he had hardly scarce to look to his safety,
and running after the ship, jumping
from piece to piece at the risk of falling
between them and perishing. We at last
got up to the ship, and a little being
thunder over to him. This was hastened
Sunday. May 23d. — Began to be at
10 A.M. and got up at 11. New Breakfast
and at 1 off except the Watch came at
7 prayers. About 2 saw a large sheet
away 2 Boats at 3 they returned at the
same time belonging about among some
loose pieces of Ice, and had away 2 Boats
for some hours, but were soon overtaken
when she appeared. — The wind
in West by Southwest bore 2 11th and
the Ship's bearing — also when 3
hours to day and got some Anchored
there, then for three hours to leeward
here for securing the cut pieces.
So weather all very fine, clear, more
warmed, greater part light breezes unable
able to be ordered — About 3 freshened
up a little. Ship's plugging to the South
wind amongst here struggling for— For
10 Ships in sight. Wind NE.

Sat. by Com. J. G. I.

Monday. May 24th. — All three 24
Sands moderate breeze and clear.
Wind NE. Ship plugging to the East in
amongst breaking Ice. Made Sails
all the Morning, at 8 soon saw one
sent away 2 Boats at 1 they came back
At 2 saw another and sent 2 last ones
at 3 they returned. At 4 saw one and
sent away 2 Boats, saw Lee from the
Ship several times, both the bow

At 12 P.M. another snow fell down
the fore and covered the decks
At 12 moderate breeze, and clear
with a heavy swell till. — Ref.
returning to the 96.
Wednesday, May 26th. After 24 hours light airs, almost cease and the sea in a swell. We tacked to
the S.S. Galen as the Seagulls came down 2 miles. The latter
ship amongst sailing tow, appr 30 sail in sight.

Thursday, May 27th. At 24 hours, fresh breeze and showers.

Bad Greeks away 3 or 4 miles in course of the day, and one
more, which came to throw at a whale (especially a curious one) but did not
get first. Ship flying and flying amongst sailing tows. Several
ships in sight. Some first and some
flashing in course of the day.

Wind from N to N.N.E. and a heavy
curl from the Eastward.

Late by Obs. 10th. 24 N.

Friday, May 28th. At 2 A.M. a
whale and lowered down. Drifted
the S.S. back a distance at one but did
not get first. In the course of the wha
Tuesday, June 1st, beginning of these 24 hours strong breezes, very thick, cloudy, and very cold. Weather at the end.

Lat. at Noon 49° 13' W.

Sunday, May 30th. Beginning of these 24 hours, very strong and very cold. During the day & till the end, very thick, cloudy and heavy weather. Got so far to the Southwest again as to be close by the Latitude at 12 noon. Went away in the boat to see the deck. Had strong breeze in the morning and afternoon. At 12 the Lintner came up with us with one oar. Went on board with the boat. — At the end light airs and cloudy, 38 miles in sight.

Monday, May 31st. Came on board at 7 in the dark. Though the wind was to the Southwest, very thick, cloudy and very cold. Weather still blowing to the Southwest.

A12th. In the morning clear. Wind from E to NE.

Saturday, May 29th. At the beginning of these 24 hours, very cloudy weather. At 7 a.m. and got no farther, were too far from land. Sailing and dodging as the sea in some part of the day. Very strong and heavy winds. Not as before, the weather tolerable clear — 78 miles in sight.

3 Kongo sisters in sight, supposed to be from Hossougoballegna, and that it is Place with English.

In the afternoon could not catch the sisters, who were supposed to be seen, most of the ships bore away some distance.
In the afternoon quite calm, the day partly clear, black weather.

Seen 4 or 5 Whales in corner of the day, but could not lower a boat.

Wednesday June 2nd.

All forenoon fast breezes and clear cloudless weather.

Again in sight of the wreck of the Latona, three

boats were being recovered about the place these 2 weeks without day

in seeing any thing landly. All

the after part of the day chores

rainless. Ship running before the wind to the Eastward along the

edge of the Ice. Only one Whale

down all day. Had away 2 boats

but without any chance of seeing

it sail in sight. At 12 P.M. light

breeze and fine cloudless weather. The

ship steaming from the East ward.

Thursday, June 3rd. Beginning

of these 3 or 4 hours light breezes. Ship

running along the edge of the Ice to the Eastward. In the Morning had

into a long, deep bite, in which in

the course of the day we have seen

several Whales, and went even there.

but fast, but either through want

management or misfortune did not

succeed.

All day light airs and cloudy.

dog more Ships in the Kate.

Friday June 4th. About 10 A.M.

Sighted a Light that was of the Latona

came on Board for an hour or so and

returned to the St Andrews eastern

shores. The beginning of the

thunder rained and very heavy. In

the forenoon light breezes and clear

came out of the Kate, with all the

other Ships there being nothing to be

seen. About 1 P.M. comenz the front the Aeros of Whales

got fast, leaving us the only clear

Ship in the fleet.

At 8 P.M. fine breezes from the

Eastward. Ship running along the Ice

to the Eastward among fine loose ice

(heavy Ice). At 11 Bear the Convoys

for and the Captain went on Board.

Had boats away 2 or 3 times in

course of the day, but as few as possible.

At 11 P.M. thick heavy weather

and light breezes. Ship apparently

betwixt 2 Batches. At 2 Ships in

Company.

Saturday, June 5th. At 7 A.M.

Captain came on Board. The weather
Sunday, June 5. Beginning 38$^o$N. 30 hours left wind but still very thick. In the course of the forenoon tolerably clear. The wind still Southerly. Ship laying to, with her 5 sail set, running it near the water's edge and not a single Whale to be seen, indeed it would almost seem that we not want way from our laying here doing nothing.

At 10 A.M. Head negroes warrant to part, and in the afternoon to the remainder of the people.

In the afternoon very heavy at times. At 11 P.M. pretty clear. Saw 14 or 15 sail to the N.W. and found them to be at a Mean: the Ice appearing pretty slack at the edge, blew away amongst it to the N.W. 10 or 11 P.M. remaining amongst heavy ice and these pieces, but had enough to work the ship without breaking any pieces or getting any holes. Some whaleboat could not learn to see a ship. At 1 A.M. have in on a large clear hole. At 7 A.M. saw a whale showing, 2$^{1/2}$ feet. At 12 A.M. seen the day on the first warp and was handed off was at 7 a.m. 11, at 12 a.m. with several small showers. Several hogs in sight.

Monday, June 6. Done swimming by 2$^{1/2}$ past 2 P.M. The pole measures only 5 feet 3 inches done.

Went to bed at 5 A.M. and got up at 11 A.M. - Has a boat away. Notice distinguishing all the ice we came through yesterday ever are again in an open sea, probably the same route we left a day or two ago. But before getting sick it turns toward for a piece of a land.

The wind still Southerly. In the course of the afternoon decrease to 3 to 4 with very thick weather. Reached out to land. Wind shifting containing a strong gale and a heavy snow.
Tuesday, June 3rd. Stead blowing hard with nasty thick snowing and rain. Ship trying to weather a storm in company with several others. At 21 M. I heard the last car of the ship broken down 24 boats but they were running so the boats could not overtake them. In the evening Captain III went on board the ship for 3 or 4 hours.

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

Wednesday, June 4th. The beginning of these 24 hours very foggy weather. About 10 M. died up a little with a light breeze from the N.W. Sailed about 10 feet fast but in the dark some about 20 to 30 leagues amongst the ice, the sexton, one ship bore down having got stove up some due to be the sentence of torments.

In the corner of the morning strong calms. At 10 A.M. called all hands to make off 2 new and 3 boats to the ship of the pack. There being no more cars and a heavy swell the shipping more ice up against it. Terrible making off at 4 M. At 5 lowered 6 boats down to toe the ship. The time consumed in getting fast up.

0 said in company, all with 3.5 oaks leaving a time. Luckily a large stream up from the Southward just in time to prevent us getting cutet. Brought more streams and got some heavy bow. Vom. 8 to 12 C.H. very heavy thick wind. Ship's peeling to the W. at 10 M.

Thursday, June 5th. Beginning of these 24 hours, light breeze and foggy weather, have to the west lines of thick at 3 A.M. and the IXth line of London at 6 Capt. Hinson's car on board, and went away at 7. Among the dozen ships but hang at times. From 11 M. 4th and 2 boats away - At 10 the light went on board the 4th Manchester for a little awhile. They have been given up to the Maltese altercates got to Hell on the 26 Yacht's left the Pif. May; they have got 4 large ships to the Southward whereas it seems there were a great many.

At 10 I saw a whale and sent a 2 boats and at 11 Robt. Bowerward fast.

In the city the weather clear wind at SW. A great many Whales in sight, some getting fish. and alternating having boats away occasionally.

Friday, June 6th. Got the ship's letter by 6 p.m 12 and soon after 12. a.m.
Monday, June 19th. Fine breezes good weather all day. 24 hours. Two Boats away at different times after two or three small whalers, but could not succeed. breakfasted at 10 A.M. About the middle of the day, thick weather.

Tuesday, June 20th. Began to blow. 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been open very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Wednesday, June 21st. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Thursday, June 22nd. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Friday, June 23rd. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Saturday, June 24th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Sunday, June 25th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Monday, June 26th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Tuesday, June 27th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Wednesday, June 28th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Thursday, June 29th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Friday, June 30th. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Saturday, July 1st. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.

Sunday, July 2nd. At the fine part of these 24 hours fine breezes and clear weather. 2 or 3 large whales and 5 Boats away - at 3 A.M. all came aboard, having been very stormy but could not get fast. got up and went to bed at 4 A.M. About the middle of the day, thick weather.
Wednesday June 16th. The sea
part of these 2 hours heavy, saw no
Tack to be seen. Middle part the
able clear. At 11 A.M. saw a Whale
came away 2 Beasts, at 14 C. it came
and made a low sail of 4 Beasts but
with no usual success, never judged
same Ships in sight have got out.
Another reaching and going to
the Eastward amongst low Sec. In
the morning quite calm. The sea
very smooth and moderate.
Latitude 38° 39' 49".
Thursday June 17th. At the five
part of these 2 hours strong Beeges &
heavy. At 9 A.M. saw a Whale due
low standard all the they had a Black Tack
shewing, went away 4 Beeges and
out just again. About 2 or 3 then
called all hands and made a low sail of
4 Beeges. At 2 P.M. We left the Ships
about 10. Weavanced 10 St. in 1 hour
Sec. Tack was quite Gay, and unseen
20 feet 10 inches from top to top, Sec.
about 8 foot in length, and her feet
round the Shanties might be about
10 feet. Latter part 2d Beeges heavy.

Friday, June 18th. Rain between 11 A.M. went to Bed and got up at Noon
to dinner again. In weather like
the day before with some showers and wind N.W. Ships turning up to wind
amongst calmsie ice, towards a Ship,
apparently seaward but to a Fair, at
10 P.M. got to the Fair which was very
large and of a favourable appearance
enough. Saw 4 or 5 Whales at the Fair
we got near and called all hands amongst
the Ships fast to the Shores, and at 11 went
away 7 Beeges to lay along the edge.
Between 16 and 12 some large Whales
saw but the best never was enough
the Shore to get fast to one. Two other
Ships at the Shores in the Shores. Including
Toward big and leery of Beak.
All these 24 hours strong Beeges, sometime heavy.

Latitude by Observation 38° 37.4".
Saturday June 19th. About the beginning
of these 2 hours very few Whales
At 4 A.M. o'clock all the 7 Beeges came about,
and got up 3 and kept on the watch.

During the forenoon strong Beeges about
high and severe showers at times, at 12
not all hands to make off. During the
afternoon still blowing strong. The Seas
breaking up at the Cape - at 4 o'clock
made off. We first seaco the Shores.
Tuesday, June 22 - At the beginning of these 24 hours there was weather. On the course of the morning strong breezes and at times heavy, blowing to the Southward. Spent the morning among scattered icebergs and ice. At 9 O'Clock there were seen a few who could not hear. There were more moderate breezes and still heavy. Ship followed every large icebergs, and a single whale throughout these 24 hours, all of them having passed 3 ships. Situation, W. by N. 73° 3'.

Wednesday, June 23. Wind to Southward, and very thick foggy weather all morning. Southward before the time till we made the ice again. Saw one of two whales in course of the morning, a good deal of sculls. In the evening more cloud, running to the Eastward in clear water. Present Ship in sight from 9 to 11 this afternoon, almost clear, and fine warm, clear weather, but no whales to be seen. Distant from the ice ten or thirteen miles.

Thursday, June 24. - At this moment 24 hours mostly calm, at the beginning and end tolerably clear, but through the day intensely foggy.
Friday, June 25th. Through the day... light winds next to... but some clear weather.

In the afternoon spoke the Augusta of Hull with the 13 Fish, they had been 12 to 15 miles further to the Eastnor... near the coast yesterday... high... but since our... no one expects of getting round the Firth. They... brought us the following very... intelligence... the Serious of Allisland... the Earl Percy... of St. Andrews has lost 5 Boats... amongst which are... both the Serious and St. Andrew, between another Ship that is said to be lost... one person being... belonging to another Prince... and strong gales are entrenching... of the... safety of these Ships... that have not been seen... during the season.

At 5:30 AM. sent a Boat away to the St. Andrew. 5 o'clock off, with the... above accounts... she belonging to the... Serious and the St. Andrew... at 8. The Boat... came back... on the 2nd... not one sees... the whole of the way... but members of the... boat... the Serious... to the... lean canoe... 10 o'clock...
By all accounts, some Tross's in the country are very nice fishes. Otherwise, the sea is very hazy, and there is a good deal of suspicious activity. At 6 PM, the weather cleared up with a fine breeze from the NE. From that time on, the Indians were seen moving towards the coast, and smoke could be seen all these 24 hours.

Monday, June 20th. Throughout the night, there was a thick mist, with some snow showers. The sea was quite calm, and there was no sign of any ships or other vessels.

Tuesday, June 21st. At the beginning of these 24 hours, thick with smoke, throughout the day light breeze from the South, and some snow showers, from 10 to 12 PM.

At this point, the ship sailed towards the northwest among thick fog. At dusk, we could get the first sign of a little plunder. By the evening, we were away from the coast, and there was a little wind and a little snow before the wind. The sea was very hazy, and there were no signs of any ships.
Wednesday, June 30th. At 3 o'clock the ice broke free of the shore, and we set sail with the Margaret of London, with 15 sail, the brains of the Isthmus, and September 9.

Midnight, 6th July 1828.

Thursday, July 1st. At three o'clock fine beautiful weather. About 3 a.m. the ship was in company with the Margaret, and we came abreast of a ship in the evening. The wind was a little across.

Midnight, 7th July 1828.

Friday, July 2nd. At 2 o'clock the ship was in company with the Margaret of London, in sight. No sails taken.

Saturday, July 3rd. At the beginning of this hour, the wind was very brisk, and we set sail with the Margaret, and the boats were let go. The ice broke free against the shore, and we set sail with the Margaret of London, with 15 sail, the brains of the Isthmus, and September 9.
to the Ship. Around down 3 more boats and went on along the plank for the other boats at the same time keeping beating the Bell. and gave a great scream. At the time the Boat came aboard without one stop. I began stepping up on the Plank, cast the Ship off the weather getting closer. Through the cold breeze from the Ship. Ship flying to windward amongst very heavy ice. got several scene blows in different parts. Towards evening. blowing a strong gale. the Ship almost unmanageable and among very heavy ice. At 0 P.M. became very thick with ice. and continued till the end boisterous dark. stormy weather. — One fish seen in the forenoon. the Margaret is right. She is near and the Spiechick following one fish. and fast to another.

Sunday, July 4th. Beginning to hear 24 hours. strong gale and strong stormy weather. Being unmanageable. was 10 and got some easy blows. in the course of the morning gentle sunrise but mostly anonymous. wet weather.

About 3 A.M. Mr. Hudson struck a fish. had been killed in life than an hour.

TUESDAY, JULY 6th. During the Morning calm. about noon a big Opening up from the Northward. A 12 R. B. light breeze and heavy one. Whale only seen throughout the
the day. The Ship reaching to the Westward. - In the afternoon saw a 

Boat and went away in the Boat into 

the water. It was in the water, but on our approach he 

jumped on a piece of Ice or Ice 

an ice, but we soon approached he 

he jumped on a piece of Ice or Ice and took 

the water, we soon came up with him 

happened to be near. Another 

Boat was sent after 

another one got it. 

The Margaret and the Wick in 

right. 

Sat: by Obs. 78° 16' N 

Wednesday, July 1st. - Throough 

the water. Ship alongside 

the water, but we soon 

the afternoon the Ice 

the Ice and quite clean. Nevertheless 

we kept from fishing. - being nothing 

laying to. (E L T.) 5 30 P.M. 

was sent first two every three hours 

12 running to the Eastward. 

Thursday, July 2nd. - Beginning of 

these 24 hours light breezes with a 

little more at 10 & 11 hours the Ship 

and some about till noon. - In the bee 

now on the Starboard and 

the Northward and 

the Eastward and still very 

running. 

Sunday, July 11th. At the last 

12 of these 24 hours calm and foggy. 

It blew quite hard, bringing 

in the afternoon light airs from the 

Westward and still very 

running to the Eastward among heavy 

ice and small pieces. Ice well among 

the ice, indicating that we are once 

more at the Sea edge, apparently 

only sea ice some distance out.
About 6 o'clock, heard in amongst the ice again, and continued going in the North-w. East towards the amongst three pieces of herring, sailing near the edge of the ice. The day was still fine weathering.—No Blakes seen.—No Ships seen.—And St. Su.

Monday, July 12th. Soon 24 hours fresh breezes, and a continuous fog towards the end vanishing.—Ship flying and stopping at one lane amongst herring ice, and got several blegs.

Tuesday, July 13th. Beginning of three 24 hours very west running weather, continuing to the end of the day running a bit. Ship stopping at the SW running herring lane—stiff with foamy and miscellaneous close to the sea edge—reached rest for running the ice and mensonge at the South and Eastward, a good deck of sea over. At 12 M. wind changed from during the day.

Wednesday, July 14th. At their 24 hours fresh breezes from the South-east, and nasty running west weather. At 12 M. weather more close. 3 Ships in sight.

Thursday, July 15th. At the first part of the day, strong breezes and hazy weather. About 3 at noon one of two Whales but could not lower a boat nearer, the sea being so high. In the evening, blowing very hard with our thick weather. Ship flying and stopping about in clear water. 2 Ships in sight when moderately clear.

Friday, July 16th. At their 24 hours strong breezes and thick heavy weather. No St. Su. Ship flying to tremendous clear water. 2 Ships in sight, mostly close.

In the evening, 3 last hour in sight, ship going under a stream of ice, closer up with them about 11 M. was the 3d. ever aboard the Neptune of London.

Saturday, July 17th. Beginning of three 24 hours fresh breezes and hazy. Ship flying to under a lane of ice in conjunction with the Hid, the Earl and the Washington, Henrietta and those and the Harriet of Welby—all their respective hails on board the Neptune, above 840 at the Henry and the Neptune looking break up, and the Ships got under way. The news they bring is that some Ships are gone home fully, but by far the greater number are coming up. Sailed, and that 17 went home been since the 9th. Many families of seamen have got out away.
Monday, July 14th. The weather here 24 hours very fine, sometimes a little hazy. In company with the Neptune, keeping along the edge of the ice to the southeast. Capt. Robinson abode us all afternoon.

Latitude by observation $82.3^\circ$.

Tuesday, July 15th. The first part of these 24 hours fine weather, in the course of the day very rainy weather and fresh breezes from the SE. Latter part strong breezes from the westward and hazy. All day following after the Neptune went one way then another. Believe without knowing it or otherwise — but tending good care to keep out of the Ice.

Wednesday, July 16th. During the first part of these 24 hours, hazy and rainy weather. In the afternoon so very hazy, best towards the east and tolerable clear with the line north by north. Flying all day to the Neptune, company with the Neptune about 9 till past the Entrance of the Island, proceeding on bound 2 ships in sight.

Thursday, July 17th. All pretty fine, breezes of pretty clear, standing to the Southeast, passing a stranded ship and two others in sight.
Afternoon and at the end very foggy. In the afternoon the boat went about the N. party the ships went about the Neptunes the Royal Bounty of Betch, and the Roseboom of Hanniborgh came up and their respective captains went on board the Neptunes about 7 o'clock went on board the Neptunes again, there was much entertainment by the British captains came aboard at 12 - the fog very thick, the ships lying to, but have lost sight of the Roseboom.

Sat: by Observation 16° 23'.

Friday, July 25th. The beginning of these 24 hours very foggy, about 3 a.m. cleared up, and remained quite clear, more so than for a month back till this afternoon, nevertheless kept doing nothing all the morning standing towards the ice and at the first stream tacking and standing again. The last of the Royal Bounty is desirous of going amongst the ice, the Perseverer is willing to help, company uncertain. The Neptune has had the lead all along wishes to come going into the ice, and we will just do as the other do, there no use going any further. At 11 a.m. the 3 Capt. went on board the Bounty.

And notwithstanding the weather so dense and fine, the ships remained together, in the evening it felt thick again. Capt. 0° 10' 10" N. 49° 17' W.

At 12 P.M. fresh breeze and snow clear, the A Ships standing to the Westward. Wind S.

Sat: by Observation 16° 23'.

Saturday, July 26th. The beginning of these 24 hours tolerable clear but about 3 a.m. it extremely thick again, we to lose all the ships, but felt it was in quiere with the Neptunes. Throughout the day fresh gales and very thick, towards the ice more more moderate and a little clearer, saw the Roseboom to be near at 9 a.m. but have lost sight of her again. At 11 a.m. saying to at 7, streamed while the Neptunes gets in some fresh water. Some large hares backs were today, but see Whales for many days.

Sunday, July 27th. The beginning of these 24 hours very foggy. About 3 a.m. began to clear away a little; saw the Royal Bounty to the windward, she now down towards ice and a boat came aboard to see what was intended to be done. The Hanniborgh's ships had gone away for some time. All
The Morning attending to the Northward at Noon the Capt. sent out about the Neptune to hold another lighthouse station and apparently the weather changed, rational some passing out, none resolved to go round, for the Day afterwards continued flying to the Southward. — The weather throughout the day very fine and clear but towards evening extremely hazy and foggy.

Lates by Observation 1° 36' 26"

Monday. All these 24 hours moderate breezes but very foggy with heavy showers of rain at times. Flying to the North in company with the Neptune and Royal Sovereign.

Tuesday, July 27th. At Noon 24 hours light breezes and very foggy weather. Set course par before — wind west and ESE.

Wednesday, July 28th. Thirteen 24 hours light breezes and very foggy with short intervals of clear. Flying to the Southward — had to tack 2 or 3 times for Ice. In the afternoon Capt. Robertson & Kelley came aboard awhile. In company as before.

Thursday, July 29th. All these 24 hours fine breezes and extreme foggy. Wind variable from WSW to NE.

Friday, July 30th. All these 24 hours moderate breezes and very foggy with heavy showers of rain at times. Flying to the NE in company with the Neptune and Royal Sovereign.

Saturday, July 31st. All these 24 hours light breezes as thick as fog for it is impossible to be without one clear interval. — In the Morning standing to the Westward felt on each side Ice at 8 A.M. and land to the NE at 8 P.M. turned again to the NW. The 3 Helms keeping close together. Wind about ESE.

Sunday, Aug. 1st. The beginning of these 24 Hours very foggy in the course of the morning blew up a little and remained pretty clear for some time. At 10 A.M. began to rain heavily in the cabin. At Noon Capt. Robertson & Kelley came to dinner. Boat away again.
From 4 P.M. till 8 light breeze and very bobby and a heavy sea. Afterward some breezes at quite clear to the wind. Navigating to Sw. Westerly variable, from 26 to 30. Latitude is 47° N. Longitude is 56° E. In company as before.

**Monday, Aug. 2nd.** In the fore part of these 24 hours very thick bobby weather through. The sky letterable clear with a little rain having in the evening, but afterwards clear to the end.

At day break, breezes from S. E. with a very heavy head sea, consequently making but little progress from northerly. In company as before.

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

From 8 P.M. till the end, quite calm — in company as before.

**Wednesday, Aug. 4th.** In the beginning of these 24 hours calms.

In the course of the morning a fine breeze springing up from the S. E. which continued throughout the whole day, with very fine weather. Ship making 4 knots an hour.

In company as before.

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

Latitude by observation 51° 34.".

**Thursday, Aug. 5th.** At these 24 hours fine weather, light breezes from the Eastward. Ship making with tending sails set 4/2 and 6-5 knots an hour.

Last night the Sun set for a little while — since yesterday at Noon we have seen nearly 50 miles to the Southward — tonight we have a little twilight but no darkness. — In company as before.

**At 12 Mid., steering E.S.E. with the same right ast.**

**At 10 Tuesday, Aug. 6th.** At these 24 hours moderate breezes and fine weather. The wind still continuing S. E. — The sun going about the'shine. — Tonight a little grey twilight approaching to darkness which concludes a day of 2,648 hours.

Continue in company as before.
Saturday, Aug. 7th. All thru
14 hours quite weather and a strong
cable wind - continuing all day
from the East-West trade.

We have run today 166 miles. In
the course of the day have entered
the Arctic circle and again entered
the Temperate Zones.

Sunday, Aug. 8th. In the forenoon
at half past 10 o'clock in the Cabin - had a very good
seaman from the St. Ernan.

All day very warm, and light
winds - From O RH to 12 RH.

We have run today about 60 miles.

Being already near the no cancer
observation these some days, her
seaman to be in 51° 21' N.

Monday, Aug. 9th. At the fore
noon of these 24 hours light and cal
vales alternately - the wind very un
variable and unsettled. Towards evening
great bruges from the Land Westward.
The weather close dry and very warm.

At Noon in lat. 51° 30' N.

Tuesday, Aug. 10th. At the fore
noon of these 24 hours a mighty fresh
wind. At 10 A.M. began to blow along
with a heavy sea and shower of
rain. At 4 P.M. very moderate
and fine weather. The wind get
ning more to the Westward. Till the
next fresh bruges the Ship lagging
very heavily in course.

The Moore and Read visible
last night and tonight for the first
times since we started. - Day and nights
wind quite regular - Sineat at N.E.

Wednesday, Aug. 11th. Run 24
hours still going from the South
Westward and squall of rain with
a deal of sea. At 1 P.M. more shifts to
the Westward, being a sudden gale
too near the coast of Canada. Down
the ship to and sounded with 55 fow
shoors but 60 fowad on bottome.

Tell the east boarding hand
with a very heavy head Sea.

Thursday, Aug. 12th. At the fore
noon of these 24 hours the gale were
and weather continuing - blowing
hard, a heavy sea and showers of
rain. At 3 P.M. a heavy squall
of rain just an end to the gale. The
weather cloeset up & the sea get up
to the Westward - Run the Ship.

The rest of the evening fine was
there and moderate bruges. Proceed
ning to get fair - Sineat by 5° 23' N.
Friday, Aug. 13. These 24 hours favourable breeze and fine weather, but a heavy sea continuing, tending the ship greatly.

Sat. by Obs. 62° 53' 26".

Saturday, Aug. 14. All these 24 hours a south wind and rainy weather. From 10 P.M. till the end, blowing a strong gale with a heavy sea and very greatly.

At 12 P.M. ascertained, but no bottom at 10 P.M. we had the ship's head to the eastward. In company as before.

Sat. by Obs. 0° 01' 16".

Sunday, Aug. 15. The first part of these 24 hours some moderate calms, but through the day no bad weather.

At 10 A.M. tried for soundings and found bottom with 45 fathoms. The ship's head to the eastward.

Reformed divine service to all hands.

In latter part of these 24 hours till the end, spite of winds, and heavy showers of rain.

The ship's still keeping their course.

Tang from 31° 0 to 33° 0 and 251°.

In company as before. A fog observed in 61° 30' N latitude. Longitude uncertain. By sea reckoning we are now arriving on the Hard of Norway, 3 miles from the land.

The north end of Scotland lies in 61° 15' N latitude, and nearly on the Meridian of London. The south end of Sumburgh Head in latitude 59° 32' S and Longitude 1° 25' W.

This fog now was a southerly wind and at 11 P.M. a Lentic Rainbow. The phenomena I never before noticed.

Monday, Aug. 16. At the bidding of these 24 hours, the weather getting quite moderate, and the sea calmer.

The wind at 30° W. a fresh sea.

And set more sail. In the course of the morning began to blow again, but the wind more favourable, help-
All day ascending to the 30th but no land yet seen. — At Noon by observation in Lat. 51° 3' W. and at Midnight by reckoning, in 60° 16' W. and Long. 2° 06' E.

Tuesday, Aug. 14th. — All the fine part of the day and the evening fine became from the W. and good weather. — The Ship all day making a full course of it, but had made no land. — At Noon by observation in Lat. 39° 35' S. — Sails full. The southernmost of the Shetland Islands distant from this Ship, lying in 57° 25' S. and Longitude 1° 21' E.

At 8 O'Clock by my reckoning, went to the Southward of Fair Isle, close in Longitude 1° 21' E. and to the Southward of Lewis on about 84°.

At 8 O'Clock took ships to the NE. From 7 to 12 F. NE. blowing hard with very severe squalls at times. Fortune seems determined to keep our thwart as in every possible way this year. The wind is fair for England but having to land even at Shetlands, we must be at least in sight of the Island. and if the wind continued we may beat here for long enough. —

The Neptune in company.

The Royal Bounty having been away for home.

In the foresaid time an immense quantity of Whales of the Stacelhback species, to the number of 200 nearly, some of them as large as ever in Greenland.

Wednesday, Aug. 15th. — At the foot part of these 24 hours strong gales and squally with a heavy head sea. Crossing the afternoon, and to the east tolerable moderate with fresh wind. — The weather cloudy and occasional falling showers but whole the whole very good. — The sea containing from the North and Northwest. — Ship all day reaching to the Northward, lying from NNE to NNW.

At noon in Lat. 50° 18' 14 miles South of Sumburgh Head and at Midnight in 60° 26' N. the latitude of the Island, Shetland and 15 miles North of Lewis. The Longitude nearly the same as yesterday, consequently as before a distance from the Island.

The Neptune in company.

Thursday, Aug. 16th. — An exceeding heavy shower of rain renders us 24 hours. — followed by a
Friday, Aug. 10th. At 4 A.M. the weather getting a little more favourable, the wind a little more northerly. At 5 a.m. the land being N.W. by N. distinct about 30 miles distant, two ships were seen, found to be the Harp and the Roberta. At 8 a.m. the Harp and Roberta were not distant. Through the day the weather continued as before to Fine, and at 1 o'clock the island still about 40 miles distant, and the sea being high, so that the boat could not come. The last judging it impossible to get near enough before night, thought it better to bear away to the Northward again, and land them at Scrunchburgh Head, and believe with an intention of paying the sea-room at a visit.

Saturday, Aug. 11th. At the beginning of the day 24 hours from favourite Lahore for Lorient. The wind had been getting more, time to bear out and not get wronged off the coast. At the land unknown the men went ashore at 2 and the men.

The Neptune in the Harp and the Aurora of Harp with 2 ships one of the Stede that had been bent, in with 8 men out on the 26th July. A that came left some disabled to get and next day, some men have announced yet. The accounts of the Stede. Ships are as uncomfortable as ever be. Their are now some clean and the rest that any have is 3 or 4 days. I suppose also been lost.
At 7 A.M. went onboard, at last to see Mr. Jap's and Mr. Goggo's office out of sight, in order to send a letter. But on my looking at it to say good-bye, it settled with black, and to my disappointment, no news arrived to contain the melancholy news of the continuance of my much beloved brother that was accidentally drowned in the Neptunes' wreck the night before.

At 11, the east came off and went up to Heliostay and going into the Bay, going as passengers, at 2 it is given as a guess that it is 20 leagues west of the Neptunes in company with the Neptunes, beginning at 9.

At 6 1/2 M. past midday, the east of the coast of Heliostay, between 4 and 5 leagues. Saw a strange ship on the horizon, bearing apparently very near, slacking under his main, and the mainstays tauted up, as if the ship appeared to bear aloft towards us, soon gave us chase. The Neptunes just astern of us. He fired several guns while we kept running to and fro running with all the sail we could set alternately. People employed getting all ready for action, shots to be our enemy. By half after

block. The Night getting pretty dark, and the either tried to preserve, and then intending to keep at a distance till day light, we lost sight of them. The Neptunes keeping on towards a fine breeze continuing from the Northward. The ship remaining to wind of us.

At 11 A.M. Mr. Pitt has got a letter from Captain Cato of Heliostay, to Mr. Jap's. They have a ship, Commodore in chief, 20 leagues to the east, and in case of a ship so near, we are requested to destroy it.

Sunday, Aug. 22nd. A cloudy day. This morning nothing to be seen of the Neptunes, but there is little doubt of their having been an enemy. I believe he had expectations to bring us to bay his firing, and to surrender without making any resistance, but seeing the two ships kept so close together he had not time to come so near us.

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

All these 24 hours the wind as far as it can blow - the ship running very well, and sails set as she is. Have seen from

by computing the 24 hours about 480 miles
Tuesday, Aug. 21st. These 24 hours light berged at seven o'clock in the morning, still continuing fair.

At 12 PM off point Greenock in Roads. At Noon opposite Harborough. In the afternoon went out behind Greenock Roads, an immense number of ships lying in the Roads. At 9 PM, off Lowestoft, from 10 to the end the day light, had got a pilot on board.

Wednesday, Aug. 22nd. At noon 24 hours light berged and fine weather, and

West by North Westerly. Journeys to Ramsgate, and back, and to Ramsgate, and back. The wind all day gentle to fair towards the end the wind.

Thursday, Aug. 23rd. At 6 AM got under way. At 9 AM, off Grays, and

North by North Westerly. At 10 AM, at Wellesley, at 11 AM, off Grays, and

We were all well, and the wind fair, and the weather good.
Tuesday, Aug. 27th. At 9 A.M. set towards Brestford, to the S. expecting to be remonstr'd, but had to wait till evening before the officers arrived, and therefore did not get home till late.

Saturday, Aug. 29th. Went over to the Bremich Whale early this morning and was informed that the London & Bremich packet is to sail tomorrow at 6 in the morning. In the forenoon went to Westminster - called at St. Martin's Church was informed of his death, and that Mr. Bicker was in town and also going in the Scandinavian - called and saw Mr. M. and then went to Mount St. to see the Tombling family.

Got home by 3 P.M. packed up my things and had them conveyed on board the packet. At 6 P.M. went down to Brestford - no hurry money and got on board the London and Bremich packet by Mr. M. completely tied.

The height of 15 feet above
Mountains of Ice.

<table>
<thead>
<tr>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>1941</td>
<td>2400</td>
<td>711</td>
</tr>
<tr>
<td>2400</td>
<td>1449</td>
<td>142</td>
</tr>
<tr>
<td>324</td>
<td>1161</td>
<td>065</td>
</tr>
<tr>
<td>250</td>
<td>325</td>
<td>1630</td>
</tr>
<tr>
<td>327</td>
<td>1849</td>
<td>1041</td>
</tr>
<tr>
<td>Sherry Islands on</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>Shecker</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bunea</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greanie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Muchle Sherry</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Teller or Theodore Isle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nascorse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liiga</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greanie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Half Greanie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wyd</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ugad</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liiga</td>
<td></td>
<td></td>
</tr>
<tr>
<td>West</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balta</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shray</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

On the West Coast:

| Little Liiga         |          |          |
|                      |          |          |
| Sarda                  |          |          |
| Dochden                |          |          |
| Eqalche                 |          |          |
| Muchle Rose            |          |          |
| Liiga                  |          |          |
| Bilha Little           |          |          |
| Reverance Island       |          |          |
| Fapa Stone             |          |          |
| Valley Island          |          |          |
| Harvey                 |          |          |
| Helstonoe              |          |          |
| Liiga                  |          |          |
| Fapa                    |          |          |

Sherry Islands

<table>
<thead>
<tr>
<th>Essential</th>
<th></th>
<th>Essential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tareoe</td>
<td></td>
<td>Kalsae</td>
</tr>
<tr>
<td>Sunlode</td>
<td></td>
<td>Spinoe</td>
</tr>
<tr>
<td>Yungoe</td>
<td></td>
<td>Bondoe</td>
</tr>
<tr>
<td>Yuloe</td>
<td></td>
<td>Nolsoe</td>
</tr>
<tr>
<td>Wideroe</td>
<td></td>
<td>Schaze</td>
</tr>
<tr>
<td>Osteroe</td>
<td></td>
<td>Hexoe</td>
</tr>
<tr>
<td>Kazgae</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nongoe</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Sherry Islands

<table>
<thead>
<tr>
<th>Essential</th>
<th></th>
<th>Essential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tareoe</td>
<td></td>
<td>Kalsae</td>
</tr>
<tr>
<td>Sunlode</td>
<td></td>
<td>Spinoe</td>
</tr>
<tr>
<td>Yungoe</td>
<td></td>
<td>Bondoe</td>
</tr>
<tr>
<td>Yuloe</td>
<td></td>
<td>Nolsoe</td>
</tr>
<tr>
<td>Wideroe</td>
<td></td>
<td>Schaze</td>
</tr>
<tr>
<td>Osteroe</td>
<td></td>
<td>Hexoe</td>
</tr>
<tr>
<td>Kazgae</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nongoe</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Orkney Isles

* Stronsay
* Stronsay
  * Skirra
  * Ailsa
  * Hebrides
  * Iona
  * Papa Westray
* Hoy Island
  * Harray on Mainland
* South Ronaldsay

These marked thus (x) one small and those (O) large Islands

The Mountain Benbecula in the Island of Jan Mayen which can be seen at 30 leagues distance.
A Voyage from London to Scarborough in the Northumb. Packet

Sunday, Aug. 29th. At the Ag got under way and conveyed and turned down the river - the wind was from the west by south, but soon took the west tide before us and got off again. At 4 1/2, got under way and turned down the river at 6 1/2 and brought us in to the scope. About 10 passengers in the cabin.

Monday, Aug. 30th. The wind all day was from the west and gave us but little progress. Sailed the same as Wednesday.

Tuesday, Aug. 31st. At 9 1/2 we went to Locker in Oslo Bay - during the forenoon the wind kept about ahead of us and impressed the vessel.

At 2 1/2 got under way and continued playing along the coast till the end.

Wednesday, Sept. 1st. To day the wind favorable and the weather fine and warm. At 3 1/2, got through Yarmouth Roads. By noon had come in the afternoon the same as favorable - a very large fleet of ships had been seen to the northwest.

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

weather. At 8 1/2, turned into Redington Bay and brought up in the afternoon fair weather and calm. At 8 1/2 a breeze opening up and all the ships on the way about 200 and afterwards got under way.

Friday, Sept. 3rd. The wind continuing fair. At 6 1/2 off Sunderland. All off Newbigging - at 9 1/2 off Bramberl by 2 past Holy Lavel and Free Island. At 4 1/2 at the Mouth of the Tees. Came ashore in the Pilot boat with the rest of the passengers.

Journey from Scarborough towards Limeford.

Wednesday, Sept. 22nd. Set out from Scarborough at 9 1/2, arrived at 11 1/2, Dumfries and got to Bewick by 10. There being no ship to sail for London and the wind quite south, was obliged to walk and got to the high land between 2 and 3. Near the line waited there till the arrival of the mail coach about midnight in which I embarked for Edinburgh.

Thursday, Sept. 23rd. Arrived in town at 6 1/2. This morning after a night slow and quiet about the town and day, etc., etc., as usual. No letters arrived for the night at 7 o'clock.
Friday, Sept. 24th. At 8 A.M. set off for Edinbr.'s and the Bag. beach. got to near morning about 9. crossed the Firth and got out into the beach on the opposite side. At got out of the beach at Leuchie and walked to Leuchie met my sister about half way. found the 2 M'gynys from home. therefore spent the rest of the day very pleasantly with a few acquaint. ladies.

Saturday, Sept. 25th. Monday took a long ride with my sister. Set out about 10 A.M. and visited the many beauties but waterfalls the bandm. The and David's Hill. and near to these a bridge over a very deep chasm the sides of the water herbs from here had proceeded as the source of the humming bridge, the scenery about here is very beautiful. After viewing these we rode round by Kinrara castle and Skelton's and got back to Clerk's by 5 P.M.

Second, Sept. 26th. Have been a divine service today at Clerk's morning. had a coach to the top of Kinrara the highest of the Clerk hills. The scenery below was much changed but by waiting a while, we had a very good extensive view of the country along the way round. Remained at the place to be seen at Edinburgh. Set out for

Starting early. At 7 A.M. began to descend the Hill and got home by 9. in the evening 2 young men sailed and came home.

Monday, Sept. 27th. All day out with M'Darby. to 'catch the shooting. In the evening I bring their Harvest Home. I went with the young ladies to be fed and took a chance.

Tuesday, Sept. 28th. Left Clerk this morning at 7 O'clock on my way home my sisters accompanied me to Kinrara where we breakfasted with Mr. Young. And at 11 I parted with my sister and set out on my journey. Rather snowing, went to Bream and from there to Kinrara where I arrived about 1 P.M. At 2 before I embarked on board the milling tonnage that on my voyage across the Firth of Forth. at 9 P.M. 3 p.m. sailed. sailed. Sailed up to Edin' and at 3 left Edin' on my way home by the fort. and Haddington between 9 and 10 I arrived at 11.

Wednesday, Sept. 29th. About left Kinrara on foot. the beach being quite full and being unable to get any other conveyance. I walked all the way to Roseland, nearly 50 miles and arrived there at 11 o'clock at Night.
A Voyage from Berwick to London in the 'Faced Packet'

Sunday, Oct. 17. At 6 O'clock in the morning got under way with a fresh North Eastly wind. The sea was high, the wind all day continued fair with good weather. At night raining and blowing strong with a heavy sea.

Monday, Oct. 18. This morning the weather a little colder. Through the day fine fresh breezes from the N.N.W.

In the evening little wind, at 8 O'clock came out of Hasbrough head, and went out a back of Guernsey Sables, at 10 O'clock, off Scort-Cotte.

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

At 8 A.M. off Berwick.

In the afternoon and evening very light airs and frequently calms. At 1 O'clock came to anchor near the Fores. - Met a calm.

Wednesday, Oct. 20. got under way about 7 A.M. and sailed up the river with a fine breeze.

A 3'd rate past Berwick, and brought up at the South Berwick Shores.

Journal of a voyage from Greenland to the north of London.

July 30th 1613.

At 4 1/2 A.M. I take my departure from an Ice Berg in support Latitude 74° 20' N and support Longitude 6° 6'.

C.S. 28° E. Dist 60 miles - Diff. Lat. 33 miles - Depart. 20° E. Lat. in 73° 33' N. Made dist 20° E. Diff. Long 5° 6' - Longitude in 6° 54' E.

July 31st.

C.S. 09° W. Dist 61 miles Diff. Lat. 31°. Diff. lat. 41°. - Lat. in 73° 36' N. Dep. long 12° 16'. - Longitude 4° 17' E.

August 1st.

C.S. 16° E. Dist 53 miles Diff. Lat. 52° S. Diff. lat. 37° S. Dep. long 12° 30'. - Longitude 31° E.
Aug. 2nd

C. S. 38° W. Dist. 32 miles. Def. Lat. 31° S. Def. 41° W. Lat. in 72° 58' N. Def. Long 2° 16° W. Long in 2° 32'' E.

Aug. 3rd

C. S. 3° W. Dist. 20 miles. Def. Lat. 33° S. Def. 2° W. Lat. in 7° 33' W. Def. Long 4° W. Longitude in 7° 26'.

Lat. by observation 7° 33' W. from which I take a fresh departure and from supposed longitude 2° 26'.

Aug. 5th

C. S. 1° W. Dist. 31 miles Def. Lat. 34° 51' S. Def. 4° W. Lat. in 76° 0' N. Def. Long 5° W. Long in 2° 26'.

Aug. 6th

C. S. 5° E. Dist. 114 miles Def. Lat. 1° 33' S. Def. 4° E. Lat in 68° 15' N. Head dist 41° W. Def. Long 37° E. Long in 2° 50' E.

Aug. 11th

C. S. 3° E. Dist. 105 miles Def. Lat. 1° 46' S. Def. 1° E. Lat in 66° 31' N. Def. Long 23° E. Long in 3° 15' W.

Aug. 15th

C. S. 23° E. Dist. 15 miles Def. Lat. 61° S. Def. 17° E. Lat at 67° 48' N. Def. Long 28° E. Long in 3° 30' E.
Aug. 14th
C.S. 19° E. Dist. 77 miles. Dep. Lat. 18° 13' 10''
Dep. 26° E. Lat. in D.R. 63° 16' 20''
Lat. by Observation 63° 16' 20''. Dep. Long.
54° 6' — Long. in 6° 25' E.

Aug. 15th
C.S. 43° E. Dist. 48 miles. Dep. Lat. 55° 13' 40''
Dep. 33° E. Lat. in D.R. 61° 13' 8''
Lat. by Obs. 61° 13' 8'' Dep. Long. 1° 34' 50''
Long. in 3° 4° E.

Aug. 16th
C.S. 68° W. Dist. 36 miles. Dep. Lat. 55° 13' 40''
Dep. 33° W. Lat. in D.R. 55° 13' 40''
Lat. by Obs. 61° 13' 8''. Dep. Long. 1° 34' 50''
Long. in 3° 4° E.

Aug. 17th
C.S. 55° W. Dist. 27 miles. Dep. Lat. 55° 13' 40''
Dep. 56° W. Lat. in D.R. 54° 41' 30''
Lat. by Obs. 59° 33' N Dep. Long. 2° 41' 30''
Long. in 2° 2° E.

Aug. 18th
C.S. 76° W. Dist. 124 miles. Dep. Lat. 18° 13' 10''
Dep. 78° W. Lat. in D.R. 49° 49' 30''
Lat. in by Observation 49° 49' N Dep. Long. 9° 16' — Long in 1° 53' E.

Aug. 19th
C.N. 25° E. Dist. 36 miles. Dep. Lat. 28° N. Dep. 12° E. Lat. in D.R. 16° 10''
Dep. Long. 23° W. Long. in 1° 30' E.

Aug. 20th
C.S. 53° W. Dist. 41 miles. Dep. Lat. 54° 1'. Dep. 23° W. Lat. in 57° 18' W.
Dep. Long. 2° 22' W. Long. in 1° 32' W.

Aug. 21st
At 4 p.m. bore away from off Tantika towards Brassa Sound. — At
5° 44' N. brought up in the Sound and
remained in the Harbour till the end.

A voyage from Scotland
Records London
Aug. 22nd
A 2.30 p.m. got linder way — at 8 1/2 a.
Fair, close bore, 14° by 13°. Dist. has 3
league, from which I take my
departure.
C.S. 4° E. Dist. 124 miles. Dep.
Lat. 2° 41' 1° — Dep. 6° E. Lat. D.R. 37° 40''
Lat. in by Obs. 37° 33' 40''. Dep. Long.
15° E. Long. in 1° 30' W.

Aug. 23rd
These 24 hours, ran 170 miles
At noon, Hartkopp, bush, bore for
Compass 10°. Dist. 4 leagues

The correction was made by a celestial instrument or method, as indicated by the use of latitude and longitude coordinates.
<table>
<thead>
<tr>
<th>Hull</th>
<th>Year</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aurora</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Andrew</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Abbot</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Abion</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Augusta</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Brother</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Brunswick</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Cali</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Chasman</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Dunmore</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Eagle</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Egginton</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Elizabeth</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Eliza</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

| London     |     |       |
| Manchestar |     |       |
| Manchester |     |       |
| Margaret   |     |       |
| North Briton | 1 |     |
| Ocean      |     |       |
| Resolute   |     |       |
| Resolution |     |       |
| Richard    |     |       |
| Royal George | 1 |     |
| Resolution |     |       |
| Thomas     |     |       |
| Annabel    |     |       |
| Sarah      |     |       |
| Peter      |     |       |
| Thomas     |     |       |
| Alice      |     |       |
| Anne       |     |       |
| Tennent    |     |       |
| Volunter   |     |       |
| Desalgar   |     |       |
| TenLove    |     |       |
| Venerable  |     |       |
| Walker     |     |       |
| William    |     |       |
| Tophi     |     |       |

| Whitby     |     |       |
| Newcastle  | 0   |       |
| Cose       | 3   |       |
| British    | 12  |       |
| Leviathan  |     |       |
| Granny     | 13  |       |
| London     |     |       |
| Aurora     | 2   |       |
| Britannia  | 12  |       |
| Catherine  | 2   |       |
| Durnells   | 7   |       |
| James      | 15  |       |
| London     |     |       |
| Experiment | 3   |       |
| Fountain   | 3   |       |
| Liverpool  |     |       |
| James      | 15  |       |
| Lyon       |     |       |
| Experiment | 3   |       |

| Exwick     |     |       |
| Eliza      |     |       |
| Nestor     | 15  |       |
| McCoy      |     |       |
| Hester     | 4   |       |
| Newcastle  |     |       |
| Cose       | 3   |       |
| British    | 12  |       |
| Leviathan  |     |       |
| Granny     | 13  |       |
| London     |     |       |
| Experiment | 3   |       |
| Fountain   | 3   |       |
| Liverpool  |     |       |
| James      | 15  |       |
| Lyon       |     |       |
| Experiment | 3   |       |
Through this season the most severe known at Greenland and the Straights for some years, it appears that upwards of 200 vessels were saved home to Great Britain.

The Latona and Oscar of Aberdeenshire, Laurel of Helms, and Queen of Grimsby were wrecked.

The Clark Swan of Montrose and James of Liverpool taken by Commodore Rodgers.

A great number of ships were beset among the Ice, great part of the year and several got stove, besides long

Readers and other accidents.