A voyage to

Davis's Streights

in the

Majestic

Commanded by

Capt. R. Lawson

1014
Monday, Feb. 26th.
This afternoo, the Master and
officers came on board to inspection
the ship company — in the morn-
ing a friend (Mr. Lambling) came
on board and spent the night with
me.

Tuesday, March 1. This
morning the Majestic moved
out of the lee of the St. Peter
Defford, down to the Kingstown,
in order to be more ready for getting
on board. Went ashore with
Mr. P., made a few calls and returned
on board at 9 o'clock. The afternoon
was very wet and rainy, in the evening
fine; but did not get underway
that evening, the weather not being sufficient to show
the tide.

Wednesday, March 2. Got
away this morning between 9 a.m. and sailed down the river with a
fine breeze, but equally as fine
weather very cold, so that I did
not enjoy the fine view of the dis-
tinguished country so much, as I
sometimes have, besides familiarity
has induced a great deal of that
beauty which novelty at first en-
joyed.
Thursday, March 3. This morning Capt. Pearson joined the Ship. About Noon Capt. Day came on Board and paid the Ship company—my small crew amounting to 7-10. - Nothing worth recording occurred the remainder of the day. The Ship still lying at Gravesend, the weather fine.

Friday, March 4. At 8 A.M. weighed anchor and dropped a little down the river and anchored in the afternoon I went off in the boat alongside with the Capt. - I took a short walk through the town which is shabby - the houses are mostly of stone the streets narrow and dusty. The people are also very impolite. It is well situated for catch trade, almost all large ships anchoring there in going down the river. I remained on board in the evening about 5 P.M.

Saturday, March 5. The day the wind blowing hard from the N.W.

very strong and cold weather, sailing to anchor where we are all day.

The evening I spent in reading and meditation preparing for the duties of Tennessee.

Sunday, March 6. Today we commenced the form of holding Divine Worship - greater part of the people attended in the cabin this forenoon and all dispersed vagrantly. The weather was pleasant but the wind blew against us.

The Country on each side of the river where we pass are seen very bare and uninteresting.

Monday, March 7. About to breakfast this morning got under way and sailed a little farther down the river brought up again about 3 in Tea Reach a little above the Rock. The weather in course of the forenoon very strong and wind with east; in the afternoon more clear; about 3 P.M. weighed anchor and turned down - The windMeadow Point - brought up again at 6 below the line - mostly opposite the end of Long Island. The King George, Capt. Gartlin in company the Sargason of which I know very well.
Tuesday, March 8. Still come.
The weather all day frosty, cold, and stormy.
Have not moved at all today.

Wednesday, March 9, This morning the weather still frosty with light snow showers and a
wind from the north. In the corner of
the forenoon Capt. Goddard, his clerk
the Surgeon came on board as they
were going to Brooklyn, distant about
23/4 miles. By 10 and ten minutes
and three, we got three between 1/2
and 2 o'clock.

Brooklyn is situated at the NE. point of the island of Long
formed by the River Menominy, Sound
and the Sea. Here are always a great
many men of war, some anchoring
at the Navy, and others in the harbor.
Here are at present several American
men of war there. These are also a
great number of the revenue
ships. To the north west and south
Brooklyn is the seat of every species
of missionary work. Indeed almost every
10th person of either sex is communicat
with a black eye. A great part of the
population are black. Moved to
Brooklyn, is Niles Town and about
a quarter of a mile distant is Niles
Town, the greater part of the
buildings are of brick, intermixed.

Brooklyn houses, there don't seem to be
some respectable people living in these
houses. A boat and took another
route, along the turnpike to December
and back again by the footpath along the
banks of the river. December brought it
between 7 and 8 miles from Brooklyn.

The town of one street, there are
done respectable brick houses here an
ancient Church of Stone. Isles arose
a very ancient house of Stone, saying
that the wind had changed we headed
back to Brooklyn, when we found them in
much thick.

The country soon
about for some distance there is only
an extensive swatch. Flat and
more to the Eastward the ground is
level and straddled with trees which
give it a fine appearance. But the
day being bleak and cold and the
ground covered with snow, we could
not see it to great advantage.

We got on Board about 5 P.M.
In the evening I went on board
the King George, to see one of
the Wks. who is ill.

Thursday, March 10, Fine
no change of wind or weather.
All day mostly thick, occasionally
Snow more of C. S.
Tuesday, March 11th. Another night and greater part of this 11th, and gradually ceasing incessantly, notwithstanding it had commenced in unfavorable change of the wind to enable us forward. The afternoon of the day cleared, but cold and foxy. Here appears to have been a great deal of snow fallen on the land.

Saturday, March 12th. (Aged tips to remain at anchor, where we are). At one time, there was a partial change of wind, but it soon of the short duration to do any good, and the atmosphere being closed with snow which has kept falling all day, we considered have ventured with precaution.

In the afternoon, I went to board the Hering george to see my patient whom I had the satisfaction to see recovering under the plan of treatment I had recommended.

The remainder of the evening I spent in reading and writing etc. etc.
Wednesday, March 16. Things went well all of these 24 hours, the weather being fine and the wind continuing from the South-West. The ship's officers considered it an opportunity of for purposes of getting through with some prospect of getting through our voyage. We were not expected to be detained by fresh vessels. The weather being so foggy, it was thought we would not go through it, and obliged to come to anchor again. Again we got under way, and again we were obliged to bring up. The Captain, suddenly not wishing to continue our work amongst the dangerous shoals where we were now surrounded, it being impossible to see the shoals at any distance.

Sunday, March 17. In the evening the wind began to clear up a little and a fine breeze of wind continuing.

Thursday, March 17th. The weather much colder today, but the wind continues from the same quarter.

In the afternoon Captain Gordon and Mr. Croft came aboard and we were ashore on the Master's land to get cockles etc. I intended to have gone up to some of the adjacent villages but had not time.

Friday, March 18th. The weather much better, quite sunny. It rained the night from Erie to Erie.

Saturday, March 19th. These 24 hours the weather continued fine. In the evening we weighed another and doubled land, crossing over the end of the Mouth. Directly calmed down, the night quite calm.

Sunday, March 20th. In the morning there was light airs from the South-West, and the ship's officers considered it an opportunity of for purposes of getting through with some prospect of getting through our voyage. We were not expected to be detained by fresh vessels. The weather being so foggy, it was thought we would not go through it, and obliged to come to anchor again. Again we got under way, and again we were obliged to bring up. The Captain, suddenly not wishing to continue our work amongst the dangerous shoals where we were now surrounded, it being impossible to see the shoals at any distance.

About 8 in the evening this was the time began to clear up a little with a good breeze of wind continuing.

In the afternoon all attended Divine worship in the Cabin, with great attention, and apparent good impressions. May God Almighty bless my merchant and noble endeavors to diffuse a knowledge of Christ and his Gospel among those poor enlightened souls!
Monday, March 21. At last we are fortunate with a fair wind. At 4 in the morning we weighed anchor and have had a fairly good run since. The weather very calm, consequently had no opportunity of seeing the coast -- came about of Fairmonth Sand instead of going through the Roads. -- The King George in company.

Tuesday, March 22. In the Fine part of the day fine breeze and beautiful weather. But towards night it got calm and an intense fog. The King George in company.

Wednesday, March 23. In the night and the first part of the day, very foggy weather. With light winds and calms. In the evening after a smart shower of rain it cleared up and a warmish breeze followed. At 3 P.M. ahead of Scarborough the land being obscured by fog, could not afterward distinguish places as we went along.

The King George in company.

Thursday, March 24. At 8 A.M. Morning and forenoon light airs and often quite calm. The weather quite pleasant. In the afternoon fine moderate breezes with some showers of rain. The wind very variable. At 9 P.M. nearly opposite to Berwick upon Tweed.

Friday, March 25. At 8 A.M. this morning very hazy near the land of Aberdeen, bearing 36 N.W. distant about 10 or 12 leagues. The weather being very close. The land was sometimes totally obscure. In the course of the afternoon the hazy mist was becoming more and more distinct. At 3 P.M. the town of Peterhead was about 8 or 10 leagues distant. The weather being close and the greater part of the day being obscured from the land. I could not see any thing from the land, though the wind all day having been rather light, I am inclined to think we shall not be able to
SUNDAY, MARCH 27. This morning at day break we found ourselves in sight of Fair Isle. 3 ships in sight also steering towards Amsterdam. We went at 9 A.M. and tacking past with a favouring wind. Being bound for Stavoren we were brought in to the Harbour of Stavoren about Noon.

This village, which is the naval capital of Shetland, is finely situated at the head of a small bay sheltered from the violence of the sea by distant islands which contribute greatly to the beauty of its scenery.

These stands the remains of a battle or a verdant piece of ground projecting into the sea. It is not on a very large scale but in a very elegant state of architecture. Some has been but little altered by the building, but the hillside on which it occupies is not more denuded of its verdure than the rest. The ships here to for the sight, not wishing to run too near the town.
...in this way. Let us in the same way, have the habit of writing in a book. When we have written in this way, the habit will be formed for writing in a book.

To have a room, and not to have a room, is a difference. To have a room, and not to have a room, is a difference.

I have a room. I have a room.

In the afternoon, he went ... bars and opened the rear windows of the evening with me.

Monday, March 20. This morning, we left the town towards Lesnich, distant from Leslie about 6 miles. The first part of our way was by a solitary lane.

Tenegeelie is the Parish in which the chief seat of Lethand was formerly held, and takes its name from that circumstance. It signifies a court of justice. The presiding judge was called the Lord, an honourable testimony to one of those in the extracts of the yard...
The plane where the settings were
where on a very remote island in a
lake, and the Delta of the beaches and
rocks can still be traced.

We entered the churchyard, where
there are a few tombs, stones of late
inscriptions and ancient sculptures
some of them almost entirely ob-
dicated... here once stood a very
ancient Roman Catholic Chapel... with
a steeple only high, which is now
labelled to the ground to give way
to the present plain bearding.

In the midst of the churchyard
there is a very respectable edifice
the door of which is open and as
it seems serves as a proper edifice as
a stable for the Minister's Coach
and horses.

From Tynemouth to Newcastle
there is a road of regular sand the
only one in the country... This led
cross a high hill into another
dee valley... again we had to scale
another steep and go down another
valley - affording the romantic
appearance of one range of high
mountains looming over others.
Tuesday, March 24th. This morning I took a ramble along the sea beach with a boy along with me to pick up shells &c. We met a man called J. Smith and got on board by 6 o'clock. The remainder of the day spent in reading the history of Scotland. Wishing well on island states that our present good monarch is descended from詹姆斯, first Earl of Orkney and Shetland.

Wednesday, March 30th. This day did not go on shore at all being for the afternoon. At 5 o'clock came on board and spent the evening with one the nearby midshipman. My opinion of Scotland being both at once.

Thursday, March 31st. All day the weather very brestous & at eight blowing excessive hard with heavy rain. All sail all day except those in top or cloths of coast. The wind South West.
Sunday, April 3. At the fore part of the day fine weather and a fair wind. At 9 A.M. saw the island of Blanes and Portoboeny about 3 of us and distant about 3 or 4 leagues. The columns are 60 miles west from Blanes. At 10 A.M. the King George made a signal to speak us, being a great many vessels it was too late before he got off, he told us he had long a bank, making about 12 inches water in the bows. At 3 P.M. a strange sail bore in sight, at 5 to speak her, proved to be the Garibaldi of Liverpool from Cork bound to the Baltic. If I spoke the King George which had not been getting much wind, making now 27 miles in the hour. Capt. Gordon therefore resolved to go to Stornoway and one way accordingly.

The weather very fine all day and a tolerable good wind. There divine service in the afternoon.

Monday, April 4. All day fine weather and the wind not very favorable.

At 7 P.M. a stranger sail coming, he bore a signal of distress. At 8 they came up with him, proved to be a...
Saturday, April 9. Beginning of these 14 hours very strong squalls of wind and rain - snow moderate through the day but mostly evening disagreeable weather. The wind very variable and contrary.

Longitude 10° 58' W.

Tuesday, April 5. The first part of these 24 hours strong blowing with heavy squalls. The winds favourable. In the afternoon fine weather but winds not so favourable.

Latitude 16° 29' S. Long. 139° 16' W.

Wednesday, April 6. The day blowing a strong gale from the west with squalls of rain and a very heavy sea. Nevertheless we still go a little ground.

Longitude 16° 29' S. Lat. 139° 16' W.

Thursday, April 7. All day strong breezes and still very someorable, but rather more moderate than yesterday. The weather fine.

Long. in 16° 37' S. Lat. 139° 16' W.

Friday, April 8. contrary winds and a heavy sea, continue to render our voyage rather unpleasant.

At Noon in Lat. 21° 50' W.

In Lat. by Obs. 60° 26' N.

Monday, April 11. This day has been the very contrast to the preceding one - instead of
Tuesday, April 12th. The weather was very fine, with a light breeze from the east. The sea was calm, and the sky very clear. The place was identified as Long 21° 15' W and Lat 66° 35' N.

Friday, April 15th. The weather continued fine and fair. Slight winds from the south-east kept the sea calm. The course was maintained without alteration. At noon, the winds were from the south-west at 5 knots.

Saturday, April 16th. The weather was clear and fine. The winds remained light from the south-west. The course was altered to the north-west at 8 knots.

Sunday, April 17th. The weather was excellent. The winds were light from the south-west. The course was altered to the north-west at 10 knots.
The ship continued steering slowly to the westward - towards evening the Captain judged it prudent to steer a tack, for fear of falling in with Ice Berge during the night.

The latter part of the night there was heavy rain and sleet.

The weather is in general clear and the air rather chill, but by no means cold, which has been hard to be looked for, as we are sometimes very near the latitude of Aberdeen.

This day and the Sunday has been spent in a decent and rational manner.

**Monday April 10th**

Our expectations are all our hopes. The uncertainty of every thing in this life.

The fine wind and weather of yesterday, in which we hoped would waft us to the ice, is sadly reverted today.

The incessant and heavy rain and sleet lasted the whole of the night, and an extremely mischievous storm which caused the ship to roll beyond any thing I can express.

The wind kept fair and fresh like a

**Tuesday April 11th**

At the last part of the day rain and sleet with snow. In the afternoon a favourable breeze springing up and continued to the end with some variations.

We are now off the south point of Greenland, and consequently may expect some reconcilable wind.

The captain measures the Green Dragon 59° 30' latitude and 62° 10' Longitude.

**Wednesday April 12th**

The first part of this day was moderate weather, but the wind southeasterly and soon increasing to a gale.
Thursday, April 21. During these 24 hours, the weather has been moderate and fine, but the wind N. westerly, consequently directly against us, preventing us making any progress to the northwest. This morning got in with a ship, name Endeavour, and kept company during the forenoon, has parted at Noon, by standing on different tack.

In the evening fresh breeze rather threatening to blow, the air east.

Lat. in by Obs. 36° 4' N.

Friday, April 22. All day moderate breeze from the WSW. in the evening light and inclinable to be calmer.

A strange sail in sight.

Lat. by Obs. 57° 14' N.

Saturday, April 23. These 24 hours commenced with a calm succeeded by a fine fair wind, lasting till about 7 A.M. when it suddenly raises to the WSW with thousands of seamen. Through the night.

Lat. in 30° 14' 18' Long. 41° 20' W.

Sunday, April 24. The weather these 24 hours has been as fluctuating as on any of the preceding days. At the beginning a fresh east wind, S.S.E. Southward, afterwards coming on to blow from that quarter, with terrific gusts of rain and sleet. Then from its east. it cleared up and became somewhat nearly calm, then about 3 P.M. changed to the N.E. at 6 began to blow successive hard with a tremendous blast of snows - it continued to blow almost a hurricane until this end. A ship in sight in the afternoon.

We have now got fairly round Cape Farewell and are in the mouth of Desira's Heights. Before going up the Straits it is certain to go across to the ice which lies against the West Coast & about the mouth of Desira's Heights & after getting a State or too three hours of the country in May, therefore we continue steering to the Westward.

Lat. in 58° 46' 11' Long. 53° 4' W.
Monday, April 25th. During the
whole day the wind has been from
the North, in the middle of the day
moderate and clear weather, but
in the evening and the following
morning with a heavy sea and a
great fall of snow.

Lat. in 58° 46' N
Long. in 58° 21' W

Tuesday, April 26th. At three
hours blowing a gale from the
North with continual snow and
the sea very high.

Lat. in 57° 56' N
Long. in 57° 19' W

Wednesday, April 27th. The greater
part of the day still blowing
the weather being cloudy and the
sea a great deal of snow. In
the evening it became moderate
so as to be able to carry sail.

An wind however continuing
from an unfavourable quarter,
which has prevented making
any progress these two days.

Lat. in 57° 30' N
Long. in 57° 12' W

Thursday, April 28th. A very
cheering prospect yet found.

Lat. in 58° 30' N
Long. in 58° 12' W
Sunday, 1st May. Was
aboard on at 12 o'clock by the
melodious sounds of praying from
the anchor. It accompanied however
by a decent silence and solitude...-

With other ceremonies simultaneous
with the scene was always observed at Sea at least
in the country on the 1st of May.

The morning was taken in some
... and a fresh breeze generally spring
... from the Southward; however
... the icebergs as well as the
... and the wind, and
... finishing fair and blowing just
... amongst a good deal of ice
... about 2 P.M. The weather by this
... was yet extremely bad... blowing
... heavy snow... our only alternat
... was to have the ship under
... to the Eastward. The
... very exactly to the end.
... in the forenoon performed divine

Slat: in 58° 38' N
Long: in 58° 24' W

Monday, 2nd May. An introduction with bad weather,
but getting better. The morning fine and wind favourable.

At 2 P.M. were the Ship and Steerage
... at 10 P.M. saw the ice and heard
... at the edge to get the boat continue,
... line ended and other necessary
... operations. In the mean time I went
... to the Crow Nest at the Mast head
to enjoy a view of the ice, with the
... sight of great magnificence
... icebergs rising triumphantly above
... the rest. The appearance of nature
... in those remote parts is truly grand
... and my imagination from pictures to
... money to the Dome such exalted
... ideas of the it, as the Engineer

Author of all things moody... it
may truly be said. "They shall
... go down to the Sea in Ships, there
... the works of the Lord and his
... wonder in the deep."

A council took place for a few
hours in the middle of the day
... succeeded instantly by a gale of
... wind from the North Eastward.
Tuesday, May 3d. - Commenced with very dismal weather. - Blowing excessive hard, with thick snow and most intense frost, and very heavy sea. The sheets foremost whenever they fell, rendered the ship all over a mass of ice, while the poor men were obliged to be hanging and towing with their blades frozen on their hands and clothes on their backs. During the present night, it got moderate and towards evening quite calm. - At this and gentle breezes from the Eastward and cloudy weather, these men received signs and pieces of ice in course of their 24 hours, but the main body of ice met in sight. Ship, being 38° N.

Wednesday, May 4th.

A Ship in sight. Long 4° N. 

At 4 AM. free on with the ice.
Friday, May 6th. All these 24 hours light airs and variable but for the greater part dead calms. The weather very warm, cloudy and lowering. The ship all day in a large hole of water became or and towards evening the hole had nearly got filled with ice and bent the ship, without a breeze should have risen up.

In the course of the afternoon saw 2 or 3 Whales but without having any chance of getting near them. And an immense number of Bottlenose Whales of different species of Whale, have been playing about all day. 4 Ships in sight.

Saturday, May 7th. The fine part of their 24 hours fine light breezy and good weather. My Am. and 2 Whales down boats and John seawoyd got fast got the Whale killed by 11 am alongside soon after 12. Began to fish as 3 P.M. done by 6. The Bone measured about 12 feet. The middle 1/2 of them 24 hours light breezy and bony. Ship drooping in a fine large bight surrounded by streams of ice. Several Whales after all day but not in reasonable sound after them. The weather in this part being so tempestous it is generally thought most politic to make a run of one latitude before anchoring another.

The wind variable from NE to SE.

Last night by O modern 2'56.

Sunday, May 8th. Great part of these Whales being very and bony weather from the SE.

At 8 DA saw 2 or 3 struggling close and another 2 boats but without success. A Boat from the Resolution of Halse came aboard which informed
After we saw several cases belonging to the Royalist of Hull, we had not picked up that sail which we joined at sea to see the Southwest on Saturday last, since it has belonged to the same ship; there is therefore every reason to fear that the Royalist of Hull and all hands perished, and thus in one unhappy moment upwards of 30 families plunged into mourning.

Different ships in sight today at intervals, some with and others without deck.

The weather in the evening very bad — blowing fresh with thick squalls sometimes — captain Lecornor also acts always with prudence and caution thought it right to run out of the ice and dodge off the edge until daylight. After 10 more clear, moderate, and even at

This afternoon had dinner as usual.

Monday, May 9. Throughout the 24 hours light variable winds and often quite calm, so that we have hardly been able to get away from the ice again. Some whales seen in course of the day and seen getting fast twice but failed going to the Clyde. About 10

I saw in sight one or two of ships have got a fish in course of the day most of them have one or two fish. Spoke the Success, Richard of Hull and Providence of Shields, all of the State that they have experienced very severe weather and of those ships that have been some time at the ice, some have met with accidents. No doubt seems to be entertained of the melancholy fall of the Royalist, but as you no one is able to account when or how the fatal accident occurred.

At the conclusion of these 24 hours a fine breeze from the Eastward, the ship turning in a deep light surrounded by 700 leagues and several lofty Ice Bergs.

Lat. by Obs. 63° 20' 30'

Tuesday May 10. The sea part of the day light brought from the Eastward and mild weather but strong. The people employed from 6 in the morning seeking
Thursday, May 12th. 11 AM. went S. Done Flensing...size of Bone Point breaker.

All day blooming a strong Gale from the Westward.kept steaming to Westward and laying to amongst Streams of Ice - No Whales seen - Several Ships in sight.

Lat. Observed: 61° 41' N

Friday, May 13th. At 3 AM. saw two or three Whales went away. 3 boats at 4: The Jefferson struck a Whale by some unlucky wrong point of the Fish the Boat's man John Sanderson was here out of the Boat - as soon as it was discovered the lines were cut, and the greatest expedition was used to save him, but when picked up he was dead.
Saturday, May 14th. There were moderate breezes and fine weather. During the forenoon Mr. Jagg and a number of the seamen employed making off. In the afternoon wind died and runners out of 385 the day in consequence with several others. At 3 P.M. saw a Whale and sent two boats after but without success. At 7 P.M. saw a Whale and sent away 2 boats last got her killed by 10 P.M. and alongside at 11. The evening clear and fine and heard at 2 A.M.

Sunday, May 15th. The morning very cold and hazy. Day began to dimen before 10 A.M. and after a couple of light. At 4 A.M. got done pinnaching. The whale measured 13 feet 1 inch. A very fine large Whale. Throughout the day strong breezes from the North and Northeast. Saw a Whale or two in the evening but there was rather too much sea for boats to go out.
At 12 M. the Coffin of Mr. D. was committed to the Deep. The Coffin was laid in a Coffin purposed with holes to admit the water, and about 2 Cwt. of shot were placed at the Foot of it, to sink it. The Coffin being hoisted in Bowsprits at the Wnexa Pnak. and the Ship lying to, the Coffin was placed in a Boat toward the Sea to the Water edge, while I read the Funeral Service of the Church of England, and then launched into the Deep, where it instantly disappeared.

Then I was present at the Ceremony and so many as were spared attended in the Cabin, where I endeavored to render it the more impressive by making every part of the service appropriate to the occasion, my voice sounding much affected.

Monday, May 16th. There has been warm weather and fine weather. The ship turning and laying for anchorage. On the 25th, a stray whale was seen and two more in the afternoon, and one other about 2 miles.

Tuesday, May 17th. At 10 A.M. saw the King of England. On the 30th, two ships got each side. We reached best to the Eastward.
Wednesday, May 18th. A fine day, and a little breeze. Went away in the forenoon, two or three a.m., and a boat was seen near to shore at one but without any. In the evening the East of the ship got her first and the Phoenix her 2nd Whale. The more ships in the evening got sail, and about 20 ships in sight.

The weather very fine all day but cloudy and light breezes and variable from 30 to 18. The ships working among streams of ice and no Whales seen all the after part of the day.

Thursday, May 19th. Fine. 24 hours light breezes from the East and Eastward with hazy and mild weather. At dawn the ships employed making off the last Whale, killed 70 Brutes of Whales - about 28 tons of Sperm Oil.

In the evening spoke the Phoenix George. Capt. Brooke came aboard before a little while.

19 or 20 Sack in sight. Have seen no Whales all day.

Friday, May 20th. Fine. 26 hours

dark cloudy weather with moderate breezes from the Southward, which breeze was packing the ice very fast. In the Morning at 5:30 a Whale, sent two boats after no success all but fast. About Noon the wind was again nearly fast to low. In the evening saw several different Whales but with out getting near any.

The Ship turning and laying to occasionally in a deep light bottom of Fish and company for the first got a gill during the day.

Sat. morn. by Oct. 63° 20' 38'

Saturday, May 21st. This day has run on with suspense and confusion. 4 of the ships were close to astern of the Ship, and next time Interposed Matthias had got fast. The immovable took in to the ship taking the Boat into the Ice, and came up in hole of water. The Boats were of course to launch and work through the ice. Three got to within the Field was up but we got luckily a signal intended for another boat received.
these, thinking it was meant to let them know it was not our Turk, but that of another ship, close by us.

This gave rise to all the succeeding disasters and delay. — The Whale being taken into a bright lighten of the sun, the ship turned and bore with it, and all three Boats had strayed in a proper situation, without another boat being present to lance. — The First Boat and two more being in the midst of other Boats of this Patch. — At last I went away with the Tolley Boat, the only one remaining in the ship, and saw a boat out of the other Boats to kill the Fish, however by this time she had become desperate from her prolong'd sufferings and kept shifting about and crossing so that no boat could get near to give a Lance into her. In the mean time a Horseman hard at it, a deacon before him, and was just entering the line of one, three of another.

The remaining Boats were coming to her by one.- At 3 P.M. the Mate came on the deck and immediately ordered in a Horseman and being close by the Fish to Lance her. — 3 P.M. A few 3 A.M. she was taken and had to be taken, and the other Boats to be taken in tow, but before she was taken from the ship the fish bore up the fish line and the Coast Block falling moore.
Tuesday, May 25. At three 3.15 hours an intense thick fog - the area still continuing Southerly. Kept running for the next hour along the edge of the ice to the Northward - tending to Westward and being too occasionedly. No Bluff seen.

Wednesday, May 26. The weather continues the same - an intense and incessant fog.

Thursday, May 26. Three 24 hours thick foggy weather. With occasional intervals of haze and flash breaches from the Southward. In the forenoon fell in with several ships seemingly all at a loss what to do. Some were playing to the Southward along the edge of the ice, some running to the Northward, some running to the Eastward. Proving that there was nothing to be seen anywhere.

In the afternoon steered a Northward course with the intention of going to the Straights.

Friday, May 27. At three 3.15 hours thick foggy weather. Wind Southwesterly. Pass to some large Ice Bergs.
Saturday, May 29th. At the
first part of the day thick running
weather; in the afternoon thin
fog, clearing a little at intervals.
Th. Ship edging about the edge
of the Ice which is now closely packed,
and covered with a continued solid
and stiffed mass of Ice. At 3 P.M. saw
a Bow on the Ice and a Whale at
the edge of it. went away a Beas
after the latter, but she did not go
soon again; - At night, however,
went away another Beas and went
away a Whale. At 3 P.M. saw
another Whale and went away a
Beas. At 6 P.M. sighted and struck a
Whale which drew them in
amongst the Ice
and after running
out nearly the
length of the Beas here
the line broke across
to the Faith and she was lost. At
9 P.M. the Beas got on Board.
It is somewhat singular that on
Saturday we should generally
get past to a Fish.
At the end, the weather highly
cloudy, but fine and the Wind
SW.

Sunday, May 30th. At the Morning
kept looking about the edge of the Ice
from 6 A.M. we saw several Whales last night
but this morning none. At 4 P.M.
saw only running to the Eastward on
the Ice in company with the Lady Jane
of Shields with 6 Beas. In the after
noon found ourselves in a light easterly
wind surrounded with Ice, and kept
turning to Westward till the end.
Th. first part of the day clear and
fine, but at Night thick with some
Wind at West.

Lat: at Noon 63° 23' N

Monday, May 30th. The weather
fine and wind easterly. Kept
turning to Westward as long as
At Noon seeing no obstruction
began away before the wind to the
Eastward. In the evening foggy.
Ship running and laying too near
another Whales and broke up.

Tuesday, May 31st. The first
part of the day thick foggy; but we
come of the morning cleared up. At
Two P.M. we began to feel a few
foggy, but at Noon got no further on ice. We observed
no land yet, so very dark, light
between two packs about 6 or 7 miles
Wednesday, June 1. This 24 hours commenced with thick foggy weather, and the unpromising prospect of getting becalmed amongst the ice. The more we advanced to get out the worse we got embroiled and the only resource to hope the ship at liberty was to go back to the water we had left. At about 8 o'clock A.M. we were ordered to steam in the ice and proceed very soon our noon and pleasant. Kept reaching to the northeast between the two Packs. In the afternoon saw several Whales, came at 4 P.M. Snow wind from the southwest and wind. This was when out of the boat, but passed in other unpleasing than a whaling. The whale struck another boat with her tail and filled it with water but did no other harm. got her killed at 6 and alongside at 7 P.M. Sailed, overhauling at 11 P.M. passed wind 10 Fest. 8. inches.

The weather very good to the end. Daylight or more present. Had no difficulties. gave 30 miles back.

Set in by 8 o'clock 64° 36' 15

Thursday, June 2. At 12 A.M. being quite clear saw the land of North America to the Westward distant 350 or 60 miles. Probable the Isle of York. In some of the morning were two or three boats. About 10 A.M. saw two dozens of sea birds amongst the ice. Two boats went away to hunt them. - It is wonderful to see the invariability and harmony that exists among these savage animals and the desire to instant with which they are ensured. Thus made of something being very curious. They soon proceed the boats...
as well as Barge. Sometimes leaving the ball account of the fog. He might be expected to receive several signals but not to go any nearer. Actually
steering the great quantity of ice we have come through, there is still much
peril of being near the Sea. It is almost impossible to conceive the
laboursome attentions it requires to
guide the Ship at present. What
makes it worse we can only go at our
dow go it is impossible to have less than
a few hundred yards. Wind Westbury.

Saturday, Jan 4th. This 24
hours set in with intense fog and
little wind. At 2 AM the ice became
quite close all round us, and it
was impossible to continue any longer.
Therefore ordered all the Sails and let
the Ship lie. At 8 AM the Fog
began to disperse, set all Sails and
began to bore through the ice.

At Noon got onto plenty of clear
water and riding well. The rem
inder of the Day passed very
fast, being clear and bister - and hope
coming to the Eastward without meeting with any ma
terial obstruction. Towards the
end the Land of Greenland can
ggradually coming into view

Wind Westbury.

The 2nd, Observed lat. 66° 39' N.
Sunday, Jan. 3. Most part of the 25 hours tolerable clear with just breezes from the SW. Keeping on the straight - The East in sight, but much obscured by fog. At 8 P.M. about 15 miles distant the top appearance not above three feet. - The part of North America called Greenland is a very large coast of land, extending away from 59° N. Latitude as far North as human discoveries has been able to explore; very probably it is united to the main continent of America - indeed I am of opinion that Europe even is joined to America by a continuous land towards the North -

Greenland from the sea exhibits a confused heap of stephensone, rugged and inaccessible cliffs, which are still covered with the remains of ice. It is inhabited by the

Inquiring Indians. 5000 of them are distributed amongst the Danes.

Factories along the Coast. Denmark supposes the whole country as her personal domain at the Factory, such settlement headed by a Governor, Teer, Sheen, and Oil are the Ship of the presence of the country. In the afternoon had pleasure seeing some

Lat. at Noon 68° 12' N.

Monday, Jan. 4. At their 12 hours, having a strong gale from the SW with sandy thick weather. In the beginning kept running to the 30th of the Island along the land afterwards turned to the Western towards the Ice - Ice Bergs of numerous and large.

Tuesday, Jan. 5. Today 8 or 9 miles and west, fell in with some

ice in the morning - but scarce

showed. At Noon set all sail and run away to the Northward, finding several large Bergs. Indeed these are now so general, that they seem become worthy of remark - the

after part of the day very light and

from the Southward and which

weather with snows.

Lat. at Noon 68° 12' N.

Wednesday Jan. 6. At the 24 hours most excellent weather, warm and pleasant, but very hazy wind - at times nearly calm. We

stay the Ship running to the Northward along the Coast of the Island of Rico. Distant from it about 30 miles, but of appearance not more than 10 miles. - This is a large island of about 60 miles in length extending from 58° 10' 38 to 70° 10' 38 latitude it is separated from the main land by
saw a norrow Straight, called the Bay-gan.

The Land dows like the rest of the count-

very high - but not to surprise, it
is flat on the Nw. interscted by deep
valleys and their fields.

In this island of Disco may be see
the capital of the Country.

At the South end of it there is a large
place to the north west of the
Governor - there some wooden
houses and Nests of the Inqians
and the danish stone houses... the
place is called Loostr - so were
within 15 miles of it in the morn.

At the North end of disco is the
northern extreme island called Harbow
off this, we were at 10 P.M. when we
kept more to the westward in

At the end June Boage - are
said to... Reventing South Clays.

Thursday June 7. The fore part
of this 24 hours strong gales from the
northward - Sey running to the South
wind along the edge of the ice - we saw
a great many whales but could
not lower any boats to find them due to
enough Sea. - In the afternoon
more moderate wind acess to boats
at 9 PM took the Boats on board with
out success. - In the evening quite
calm. - 2 Ships in sight - But now

fishing supposed to be the Dofford of
England - The Earl Land in sight distant
about 20 Miles.

Lat. 56° 30' N

Friday, June 10. In course of the
choosing a bace of whaling of follow
the N.w. Helps all day running to the
North along the Ice. Several Ships
that had just got clear from being
bent in the Bay, joined us. In
the afternoon thick snows showed.

At 6 P.M. spoke the Earl of Albemarle
Capt. Smith also informed us that
there was no possibility to the Northward
beyond 71° N. - So she also the
Norfolk of Brecken with 2 Whales
finding it hard to from west to the
Northward about they end so
further south along the ice and
was followed by several of the other
Ships - At 8 PM saw some Whales
and sent away 5 Boats after them
soon after about 10 PM killed a
Whale... got his
killed by 10 PM
and alongside at 11

In the end a DIver came...

Lat. 7° 6' 40' N

Saturday, June 11. At 3 A.M.

finished fishing - the bone
measured 10 Feet. - All day light
Boats from WSW and partly clear
Sunday, June 12. These 24 hours fine weather with mostly
large ice bridges. Rest dodging about the ice
of the ice greater part of the day - several
straggling whales and had some at both 5 best still was going...
In the afternoon as usual small
ships as service in the Baltic.
Towards the evening the
wind got more southerly. At the
end, reaching towards the land, dis-
trict about 10 miles or half a day
expecting if the wind should get astory
towards a passage to the Northward.

Within turning to Wednesa.
along the ice - among streams and
a great many bergs of which there
is great variety - both large, beautifi-
and remarkable - one with a
high pinnacle at the end green
along the Steeples of a church, etc.
Thus like the review of a battle the
of gone and walls standing and
a third - the most curious of all
Catholics with two beautiful arches and
a pillar between them as large
as those of a Bridge over a large
and as regular as if formed by art.
How these arches become expan-
sion it is impossible to account
for. So the evening was one
Whale - 11 Ships in Sight.

Lat: 66° 70' 32" 78

Monday, June 13. In the morning
along the bergs from the Southward
- Reck to into the SE Bay, but one
as Whales - found two or three ships
coming out of Jacobs Bay Wharf.
Rest running to the Northward
along the Bank ice are convenient.
In the afternoon was awakened to
the North of Ice Bay Bay - here
is a vast concourse of community
large bergs collected there by other
Shoal which prevents them further
way - So the evening a breeze
coming up from the SE.

Tuesday, June 14th. During
the first part of these 24 hours kept
coasting to the Northward expecting
to send a passage to Venango Bay,
but was soon disappointed, being
being close in with the land.
Ato Ato Ato a whale and how
a good prospect of getting her best
was lungeigled by the Boats of the
of the Baltic - During the remainder
of the day kept seeing Whales. So
in the evening kept location of the Royal
George town on Board. The latter
part of the day, third evening another
with wind from SE8 - Mr. Cato,
Royal George and the same of those in
Company - And dodging off the edge
of the Ice.

Wednesday, June 15. Kept up
the morning when the Whales on
seen yesterday, but saw nothing. At noon, we set sail again to the southward. At 6 P.M. Bunch the Norfolk of Brench with Captain Rhodehamel came on board. All day fine weather and light breeze from the northward. No whales to be seen. At present we are in the same boat we were on Sunday and Saturday last by the whalers. The Norfolk, James & Whitby, and Carl Falconberg in company.

Thursday, June 16. At 10 a.m. the foot part of their 24 hours quiet calm. About noon a light breeze springing up, continuing very variable to the westward. Kept going to the southward amongst ice. Bunch intending to get off to the westward, followed by the Norfolk and James. No whales seen.

Friday, June 17. Like yesterday, steady calm all the fore part, in the afternoon a fresh breeze opening up from WSW. Kept flying to the westward first in clear water and afterwards amongst ice in company with the Norfolk. In the ship, the men are engaged trying to hide themselves beneath the hatches. Lat. in 46° 42' 50" N.

Saturday, June 18. This morning began with strong breezes and dark, cloudy weather with flying showers of small snow, continuing a good part of the day. In the forenoon came to a field of ice of vast extent and most promising appearance, but we saw no whales or even any living animals. In the evening calm, succeeded by a light breeze from the northward, and clear. The ship is company and running to the southward.

Lat. 46° 49' 26" N.

Sunday, June 19. Fine weather and light breezes. Ran to the southward in company with the James of Whitby and Norfolk. Sighted some very large whales, but saw no whales. At 8 p.m. got out of the ice entirely into clear water. The rest of the evening, chiefly calm.

Lat. 46° 68' 14" N.

Monday, June 20. Strong breeze from E.S.E. greatest part of the 24 hours. Kept for the most part running to the west along the ice in company with the Norfolk and James. In the morning, the wind of 2 p.m. kept reaching to the northward. At 1 p.m. East Land again in sight.

Lat. 46° 26' 165" N.
Tuesday, June 21st. The linstones strong gales from ENE and NE, cleared out of the day. Running to the linstones, amongst large pieces of ice. In the afternoon the James & Norfolk got back a whale. About 9 P.M. we made away 5 points to lay along the edge of the flake, several whales had many high chances, but not the good fortune to hook one on, before the commencement of another day. Drove by there is a perceptible difference between day and night.

Wednesday, June 22nd. Began with a more promising aspect than the preceding days. Kept looking along the edge of the flake, and 2 boats on the watch, and every sign seemed against a fish. About 9 A.M. the Jefferson struck a whale, the whale would have got her bitter almost directly had the assistance of the large crunching but succeeded in it. Wherever there was a foot of the flake not too strong as the rest she would break and take large enough for her, and then lay and breath at the end. This was expected by coming up of prophet, and both great force pushed at the flake with her bow end.

About 2 P.M. the ship past a large ice, the top of the flake and took the flake a course, at 7 A.M. got done shunting at 9 A.M. the wind increased 8 to 10 P.M. and turned to the southeast, with 8 to 10 P.M, and this whale, but lost it soon after, to get fast again.

At the end strong gales from the NE and cloudy with flying showers.

Lat. Obs. 66° 16' N.
Long. about 60° 30' W.

Thursday, June 23rd. This 24th linstones commence with a very strong gale from the NE, kept looking to windward and clear water with the James. About 6 A.M. got clean of the flake, and apparently into a sea of water - the Westward kept hoping to come in a dream, but having a good desolation of sea was wind, was several whales apparent. At Noon the Norfolk made fast to the ice shunting its appearance north of the flake.

About 1 P.M. it fell moderate made sail and reached the Westward, by this time the West Wind had come in sight -and gradually became...
Soldiers as the day advanced, there
not one or three whales our
in clear water and chasing a course
south towards the Land. Notice this
time a fine light breeze and nothing
but water except here and there a
solitary stream or piece of Ice to see.

This North Eastern part of North
America, and Western side of this
straight has been but little ex-
plored, and seldom or never visited.
Our expedition, the less is rather
adventurous, consistent however
with reason; for why should our
whales resort to the West as well as the
East side? and of the one
has failed; certainly the other
is worthy of a trial, and if success
should crown the attempt, the expedition
will indubitably belong to Capt.
Jones: who was the first performer
of it, and by his steadiness and
perseverance the other has been
induced to lay aside old prejudices
and customs, that if the principal
object is not obtained, this must
be ascertained that there is plenty
of water between the Land
and the Ice, as much if not
more than on the opposite
side.

Lat: by Obs. 66° 20' N.

Friday, June 24th - Continued the
morning running on towards
the Land - on approaching it here
was no Ice on which to
read - therefore both Ships, steer in
and towards the Ice. This Land is named Cumberland Island
and is one of several Islands, some
of which are very large and named
Hudson's Bay - Baffin's Bay and
many unexplored Bays & Straits
with the continent of America;
like the rest of the Polar Islands
it is very high - barren - entirely
clothed in snow - and apparently
uninhabited - Saw 4 Sails of
Ships to the Southward distant
10 to 12 miles.

At 10 P.M. got to the Ice and
immediately saw Whales. Keep
looking about the edge and moving
to the Southward like the end.

In weather all day they with
strong breezes from the SE.

Saturday, June 25th - Indications
breezes from the W. Our hounds are
day kept baying & now returning to
the ice. The James in company.
At 8 o'clock 2 Whales went away after
a Whale which they chased for near
at hours running to the SE after
Wednesday, June 22. Great part of this 24 hours quite calme, the latter part fresh breezes from West, thick fog. Seven or eight of the ship's crew on deck. The ship is in course of the day. No boats getting the boats on board continue running in that direction. The ship from the east.

Thursday, June 23. Saw a whale or two early in the morning running 15 or 20 fathoms ahead. The ship ahead. The ship changed her course, and the breeze to come on board. Throughout the day light winds from S. E. SW. SW. In the evening the breeze fresh.

Monday, June 27. The wind increased, but not very much. In the evening a whale was seen a whale or two. In the morning, spoke the James who had just passed this ship. Afterwards the ship reaching to the northward. At the end strong breezes from the South and thick fog.

Tuesday, June 28. Great part of this 24 hours strong breezes from SE. and thick fog. In the evening it cleared up with a moderate breeze. Saw 2 ships which proved to be the North of Ireland with 3 whales and the Sir A. with 1. For the most part all day kept towing the line among these and boats. 2 whales were.

Wednesday, June 29. Great part of this 24 hours quite calme. The latter part fresh breezes from West, thick fog. Seven or eight of the ship's crew on deck. The ship is in course of the day. No boats getting the boats on board continue running in that direction. The ship from the east.

Thursday, June 30. Three or four strong breezes throughout the day. A whale or two. The weather is calme. No boats getting the boats on board. Seventeen of the ship's crew on deck. The ship is in course of the day. No boats getting the boats on board continue running in that direction. The ship from the east.

Friday, July 1. No boats getting the boats on board. Seventeen of the ship's crew on deck. The ship is in course of the day. No boats getting the boats on board continue running in that direction. The ship from the east.
Saturday, July 2. It was a bright, clear day. The sea was calm. In the afternoon, after much search and unsuccessful efforts, we found a whale about 2 miles offshore. We attacked it and struck it with our harpoons. The whale fell to the sea, and we dragged the boat to the shore. The men were killed, and we were able to get along without much effort. Having one out of 10 boats lost, we were able to continue our voyage.

The whale had been struck before, and an abseps had been thrown, making an enormous splash upon the water. The whale measured 11 feet and 8 inches.

Sunday, July 3. It was noted, with a very sleeveless report, that the whale was more prominently than ever at first approached.
Monday, July 4. Greater part of these 24 hours running to the Northward. The weather thick, foggy and blowing strong. In the evening clear. At 5 PM. Jolly in with the King George. Lord Godber came on board the brig for Mr. Savant on board the King George to see Mr. Cooper. He has been on shore on this island, and picked up some particles of deep and filming tallow, knowing it to be inhabited. Also a few very pretty plants in collection, and some curious stones. On returning on board I found as well as Godber, Mr. Godber, two men of the Western World who did not go away before the morning. — 8 T.B. in company.

Tuesday, July 5th. All this 24 hours strong gales from the north. Kept turning towards the land, as 10 PM. one close in with the land as near as we could. The land in many places quite flat and bare. Very different from any place before seen. There is one very remarkable point projecting out.
Sunday, July 10th. All these 24 hours strong breezes from S W and with some strong breezes from the SW. In the afternoon had divine service on the Patern.  

Monday, July 11th. Greater part of this day thick weather and some strong breezes from the SW.  

Tuesday, July 12th. Greater part of these 24 hours strong breezes from S W and moderately clear.  

Wednesday, July 13th. The fore part of the day rain and thick fog in the afternoon a gentle breeze from the S W and in the evening a short easterly out of clear.  

Thursday, July 14th. During the forenoon clear and pleasant day.  

Friday, July 15th. Turned out a very pleasant fine day the weather clear and fine breeze from the East.  

The Raith and Williams America company.  

Lat. 66° 30.36.  

Long. 64° 16.36.
Ships had all their boats away... some got a fish, others got fast and lost
they. Most of the Boats that even the
ing our Ships, reported that they had.
Whales round evening... That
they were coming up 10 or 15 together
one in some that they were blown
shears off the rocks with their teeth.

Got some of the Boats by 4 P.M. The
most one measured 10 feet. The
sharks and 2 more got each two
also; the other Ships were fast to the
lost land. - The Whale round ace
be running.

At 9 P.M. sent away 3 boats
again; and went into the Bay with
the 2nd whalers, got becalmed.

Sunday, July 24. - All the
manly

 slept proceeding to the Southwest very
fast as while the Tide changed, and
a large number of sperm from the ESE
A 10 B. M. 3 of the Boats returned
we had not seen any Whales. They
brought on board a Sea horse
which Angell had. This animal
in more properly called a Saucers
the San being short and much
of the same colored with and
two great Tsunks growing out of the
dendows, hanging down below the
The Tsunks are also and
from 9 to 10 inches in length. The
Body of the Screamer is about

Saturday, July 16. At 3 A.M.
most of the Boats came to the Ship
informer that they had got a
complete killed 3 male Whales had
previously gone from the Ship, but
they had not been
saw. - Coming to
the different parts of
the Tides and after a dead calm... the
Ships and Boats were blown away
in quite different directions, so
that it was noon before the fish
were got to the Ship.

At the other
of a Bullcock, but its legs are quite short. On the contrary, their legs are
very short, and the outside of their young. They make
two or three small nests in the holes of trees. At 3 PM, the remaining
Boats came on Board. They had seen 2 whales at
sight, which had been very quiet. The
whales are said to be the
whales' only food. I have seen
whales at sea, but never so near.

On going to the bottom of
my fin, I noticed a number
of Sea Horses. In the water there were
many magnificent, and on the surface
were lying the backs of Whales. The
killed and wounded whales, but only
get the heads of their.

Exactly at 12 PM we got back to the
Ship. The weather continues warm
and fine; just that of July in long
land.

**Monday, July 19.** At these 24 hours very quiet. The Ship being
at anchor, a good way to the Southward, and
the current into the stream of one of the
Bay. At 3 PM, S Boats were sent away
Then towards the shore to see what was the
shore. I also went for a little recreation
in the open air. But, more especially,
the sea birds, gulls, and cormorants.

**Tuesday, July 20.** At these 36 hours fine, agreeable weather
with light airs of wind. The Bathers
of Heath, in company with the Sails
of Thomas of Heath, went 13, also the
Raith, Royal Bounty, Lancaster,
with the other as before. Sailed
more in sight of the Northward.

**Wednesday, July 21.** These five weather and light variable breezes.
He, still remain in the

**Wednesday, July 21.** These five weather and light variable breezes.
He, still remain in the
Thursday, July 21 The sea part of the day was very calm, not a wave to be seen. The wind was moderate from the North. The sea was pretty calm, but the weather was not quite so good. We reached the coast of the Cape in the evening, and the wind shifted to the South. We anchored in the bay of the land and soon after the hour for the other 3 ships which were unable to follow us. Though we were

Tuesday, July 22 All through the day the weather was quite calm, with only a few small waves. The wind was from the North. The weather was quite pleasant, but the sea was not as calm as we had hoped.

Saturday, July 23 Great part of the day was calm, with only a slight breeze. The wind was from the North. The sea was quite calm, with only a few small waves. We continued our journey, but the weather was quite pleasant.

Monday, July 26 At about 10 hours light wind and clear weather. We continued our journey, with the wind from the North. The sea was quite calm, with only a few small waves.
Tuesday, July 26th. This day saw gentle breezes from the Southward and tolerably clear weather. Continued voyaging to the Southward in company with the Sapsa as before. The Pilot took about 30 Miles, and no sea to be seen.

Wednesday, July 27th. Variable light breezes & calms, with hazy & cloudy weather.

Lat. in at Noon 65° 37' N.

Thursday, July 28th. Sailed running down the Bruits with a fair west and beautiful weather. Early in the morning saw the southern points of Cumberland Island but in course of the afternoon lost sight of the land entirely. In company 1/2 mile more in sight.

Lat. in at Noon 63° 41' N.

Friday, July 29th. Light airs and very warm clear weather.

This day running on the southern point of a very considerable land to the right and setting sail to the right.

Last night it started to rain between 10 & 11 o'clock, and the running and the Noon wind the next day.

A great many Ice Bergs have been in our track yesterday. They begin to get more thin.

Lat. by Obs. 63° 53' N.

Saturday, July 30th. Lamont, the Pilot, and a sea and cleared. In company with the Rattler for home as before.

Lat. Obs. 63° 1' N.

Sunday, July 31st. Off from the land, breezes from the South-Eastward and excellent weather. Hoisted, proceeding rapidly to the Southward, and were able to see the Pilot of St. Peter's.

Thus saw this day by Mr. Lloy about 13th Mile. In the afternoon the service was performed on the canoe.

Latitude Observed 61° 37' N.

Longitude, Obs. 3° 41' W.

Monday, August 1st. The wind and weather still continue favorable. Today have run about 130 Miles.

Lat in at Noon 59° 55' N.

Tuesday, Aug. 2nd. Am 26th hour, light winds and clear weather. Keep steering. We have now passed 174 Miles. The Rattler is in company and at anchor. Mr. Surprem to be the Day of December.

Lat. by Obs. 58° 31' N.

Wednesday, Aug. 3rd. Last night saw a floating mass and sent a boat on it and found it to be ice, it proved to belong to the same sea.
The weather all day has been very fine, and light breezes from the Eastward. Run 28 92 miles.

Thursday, Aug. 3rd. The first part of these 24 hours dark, heavy weather. Towards evening very fine. All day gentle breezes from the Eastward. Keep steering S.E. with all sail set. Have run 143 miles.

The Rattler & Horse still in company.

Tuesday, Aug. 9th. At the commencement of these 24 hours, strong breezes with rain. The wind still continues against the weather. The evening very wet. Have run 131 miles.

Lat. in 37° 35' N.

Longitude.

Sunday, Aug. 7th. At these 24 hours light breezes from the N.W. with a heavy sea from the S.E. The weather extremely pleasant.

Lat. in 37° 58' N.

Longitude.

Monday, Aug. 8th. At these 24 hours strong breezes from the Eastward with a great deal of rain. In the evening came up with 2 ships, proving to be the Norfolk of Deerock and Elizabeth of Aberdeen, the Town and Rattler still in company. Have run this day to the Eastward 115 miles.

Long: in 38° 41' W.

Tuesday, Aug. 9th. At the commencement of these 24 hours, strong breezes with rain. The wind still continues against the weather.

Lat. in 37° 35' N.

Saturday, Aug. 6th. At the same place.

Sunday, Aug. 7th. At the end evening.

Monday, Aug. 8th. At the end evening.

Tuesday, Aug. 9th. At the end evening.
Wednesday, Aug. 10th.

The sky part of the day fine. Small clouds. Sea breezy. Afternoon light breezy. Have been to day 175 miles. Wind from WSW. 27 W. N. W.

Latitude 30° 20' N.

Longitude 26° 12' W.

Thursday, Aug. 11th. Have been 24 hours running to windward and clear weather. Small wind. Have seen no land. Have been to day 157 miles. Wind from ESE. 27 W. N. W.

Latitude 30° 30' N.

Longitude 26° 33' W.

Friday, Aug. 12th. Have seen 24 hours clear with strong breezy from the SW and a good deal of rain kept falling all the day.

Part of the day. The ship has been running 6 knots an hour excepted for a short time. Have been to day 200 miles.

The land of Lewis Island appears about 8 or 9 miles, which by running we have supposed to be the west end of the west island of Lewis have seen nothing but some low hills along the SW coast of Scotland from Cape Wrath to the entrance of the Irish Channel almost sheltering the entrance. The appearance of the island offer a wonderful contrast to the islands we so lately left, instead of the rugged snow covered mountains of Cumberland and Dishe, here is the beautiful constant mead embellished by cheerful little villages, and comfortable mansions. The appearance is seen more favourable than that of Scotland, it is not mountainous and seems to be in a better state of cultivation.

We took up the Rattler and Homed and anchored for Scotland, and being directly southward disappointed again of seeing the land. Have been to day 200 miles.
Saturday, Aug 18th. In the over of last night one or two ships leaving for America. I got the morning post. The English of these ships left the country 3 weeks before we did. They were the ships of Echmey, the Island of Bermuda being distant from us 40 miles. Kept playing to the bars with ladies doubles, raffled, being bowing strong with mostly being disagreeable weather, a certain portion approaching Lisbon, which is always wait up in obscurity.

The wind all day Southerly.
At 3 PM we descried Bermuda, and the 1/2 point of the island, a very big ship, distant about 3 miles. There and Melland in clouded. Instead of going to the Chief city, Simon's town, we passed the grounds and saw for the 1st time the scenery. Scattering when we reached at 6 PM. Immediately we were surrounded by a concourse oferry boats, with ladies. Dogs, bull, fish, shark, &c. which by the bye was no less paddled than anything seen after a 5 months voyage. The hands of Whipple arrived at Lewis's this morning which also left the country. Lord of his, &c., the ships from Greenland are for the

most part well finished. This season there has been such as has not been experienced there 20 years. So if the ships are in the harbors of Esquich, some have not yet arrived and a great many gone home.

The summer here has been very fine and the ships are only from riding.

Sunday, August 19th. Today there was no season at Teguise. Such pleasant and going to church in the afternoon I went abroad totake a walk and to see a few of the ladies. Met patients—metting the hitherto, &c. patients. —metting the ladies, and a few friends over. Then I returned on board. —the day was very fine and the ships knew very promising.

Monday, Aug 20th. This morning at 10 I set off towards Lawrence. I arrived before noon. Called on Hannah China who this is the inerior rank of society, her real worth, &c. She may be added beauty to other qualities which either any woman amiable, &c.
Tuesday Aug. 16th At the forenoon arrived about 10 o'clock. Wind from E. At 11 o'clock the Captain arrived from Tweed; we soon after weighed anchor and steered for Rosssay. In company with many other ships full of Hollanders it was seen by the Officers of the Custom House.

At eight P.M. we were sound at Fife Quay and were taken in by the factors, with permission to land, probably for the custom of Scotland.

Wednesday, Aug. 17th As the joint of the day could not be the afternoon a large number of people went out of the town, and others were seen to be near where I could see little or no shipping.
The freshness of the air was invigorating, and the sight of the sea, with its ever-changing moods, filled the heart with a sense of peace and tranquility. The island was a haven of tranquility,远离世俗的喧嚣，与世无争。

Tuesday, Aug 17th. The sky was clear, and the air was fresh. The sound of the distant waves added a soothing rhythm to the quietness of the scene. The sails of the ships, gently swaying in the breeze, added a touch of life to the serene landscape.

Saturday, Aug 20th. The day was bright, and the atmosphere was filled with a sense of joy and wonder. The seagulls, circling overhead, added a touch of excitement to the peaceful setting.

Sunday, Aug 21st. A gentle breeze filled the air, and the sound of the waves added a soothing rhythm to the quietness of the scene. The seagulls, circling overhead, added a touch of excitement to the peaceful setting.

At May Island, the air was fresh, and the views were breathtaking. The sea, with its ever-changing moods, filled the heart with a sense of peace and tranquility. The island was a haven of tranquility,远离世俗的喧嚣，与世无争。
Monday, Aug. 22nd. At the beginning of these 23 hours a favourable breeze was expected to assist the running southward and stop the weather. At 12 M. we had a breeze and a fair weather, and continued running at the speed of the tide, until about noon when a heavy breeze sprung up, but we continued as before.

A S. W. trade blew in. At 3 P.M. it blew at 10 knots, and a great change in the weather from Berwick. Several fishing boats were coming off, but none from the north of the Tyne. At 5 P.M. it blew just as stiff as before, and no communication was kept with Berwick.

Tuesday, Aug. 23rd. These 24 hours commenced with strong breezes from the southward and heavy weather.

At 3 P.M. we had a breeze at the Tempshead at 10 knots at Berwick. At 5 P.M. a strong wind blew at the Tempshead and continued to blow as before.

In the afternoon a very heavy thunder and lightning and the rain fell in torrents the rest of the evening.

Wednesday Aug. 24th. Running and foggy weather introduced these 25 hours with the wind at before.

In the upper part of the day the weather was better. At 3 P.M. we saw the Coquet Island, afterward passed by Blyth, Hartlepool, and were about to reach Whitby Bar, distant at 9 P.M. about 5 miles. The wind was strong and a thick fog coming up obliged us to tuck and stand east to sea.

Thursday, Aug. 25th. Commenced with a favourable wind by which we had reached the Yorkshire coast.

At 10 P.M. a boat came off from Whitby and took letters on board. A fairing calmed at noon. I went on shore to see Whitby, which is a small town situated at the mouth of the little river Esk, and is entirely in the seacoast country between the banks of the river that it can only be seen when opposite to it. On the west side above the town on the bank is a town stands the remains of an Abbey in a pretty prospect. It is a very beautiful town close to it is the Church also a very fine building.

Vegetation is much more backward in Yorkshire than it is 200 miles further south.
A continuing calm all the afternoon.

The Ship was very near driving on shore
but a Thunderstorm with a puff of
sea wind in it very conveniently
seemed to prevent a little trouble.
Light canvas sails and cables
prevented to the end with succeeding
winds.

Friday Aug. 26. A. M.

Sailed Harboure Head, steering
south, we left the Land of Linstead
head, and at 3 PM east
with the rich and populous coast
of Norfolk at Crowne. The nearly
county of Norfolk is very level and
the sea banks Hugh. That not many
are to be seen from the Sea, but to judge
from appearances, it must have
profiles and those also very goodly.
Among the villages to be seen below
Fondlesmer, Westtonford, and Sandon.
Timberland, Nundokey, Backen
Parket, Hadborough, Bockley, and
Hickling grange, and Hickling in some
of those 10 churches are to be seen
in the space of 1/4 of a mile; along
the sea banks within the distance
of 3 or 5 Myles further on in Ipswiche.

As along this dangerous coast a
land with Light Houses, Floating
lighters and Buoys without which
navigation would be impracticable
to these excellent countries.

Hundreds of Souls owe their existence
for the sake begin these dangerous Shoals
and sands which continue all the
way into the Thames. About 20
years ago, 300 sail of Ships went lost
in one Gale of Wind, and every one
or some of those perished.

The wind coming on, we did not
go through Ipswiche, but
went out behind the sands.

The wind throughout these
24 hours proved insommaingly fair,
and the weather very fine.

Saturday Aug. 27.

This Morning found myself on the
Suffolk coast. At 4, A. M. the
Countly of Kent was becoming
apparent, and soon we landed
on a Tidal Kent, on the 6. Easte.
the wind now was no longer.
Sunday, Aug. 28th. At 11 A.M. go get under weigh and proceed up the River with light breezes and beautiful weather. At noon came in to anchor a little below Greenwich. After dinner I went ashore, and walked up to London. In the evening there was a tremendous fire which I had the curiosity to go and see being the first scene of the kind I ever witnessed. It had originated in some large warehouse near St. Lawrence's Church in the Borough. It was in the water too, a little above London Bridge. Such scenes are not frequent at any time as one in London is now a matter of entertainment more than conversation to the people. At the Street, Shakes, Pomeys of London to the sight were crowded with great licence of the unfortunate sufferers removing their goods. As we deplored them on the church yard, Saint George's. The lanes were crowded, London Bridge and the river had a beautiful appearance from the illuminations and the vast concourse of Boats upon the water dispersing the sight, even the softest eye was exclaiming with delight. So low pretty! brisk at a grand appearance.

Monday, Aug. 29th. This morning I walked down to the ship, which I found at the Royal screw Delford. In the afternoon the Master and Officers came and received the ship company which proceeds concludes the voyage.
A Voyage to Berwick on the
London Berwick Capt Fleming

Sept 2. At 11 A.M. got under way and proceeded down the River with the wind at East. At 9 A.M. I cast off at Berwick and proceed to the Vessel at 11.

Sunday, Sept 3. Today the wind continued directly off the River early in the morning. A fresh wind and turned directly WSW and I cast off at 10 A.M. SET. The wind and sea was more to the E. In the afternoon the tide got into the River.

Monday, Sept 4. During the 10 A.M. tide of the morning kept landing off the coast with the wind as under exorable as possible. At 10 A.M. reached Berwick. The middle of the day was intensely hot, without a breath of wind. On the evening lights and

Tuesday, Sept 5. Great fog of the day we enjoyed a light breeze which could not be called force the rest very fair. At 8 A.M. came through Yarmouth Roads, and at 11 A.M. passed Cromer where the wind was very heavy and met the Vessel. Besides I find very heavy donkey and capricious, my only companion being a dead and alive sea sick lady who seldom in some Erd. Perhaps, perhaps, otherwise from the style of a dead wind, would lead quality to elevate my thankfulness.

Wednesday, Sept 6. Mast. The latest part for some time past. The wind of this day being very unpleasant. The wind still contrary is blowing fresh, increasing towards evening to a strong gale with tempest of rain and a heavy sea.
Thursday, Sept. 4th. Today the weather grew more moderate, though nothing to boast of. The wind keeping as sure as ever without any appearance of changing for the better. After beating all day we took refuge for the night under Thiembour's Head in Burlington Bay.

Friday, Sept. 5th. The weather continuing invariably the same, we remain in Burlington Bay. Burlington is a pretty considerable town, situated in a very fine country, the neighborhood being in a high state of cultivation.

Saturday, Sept. 6th. The wind continued blowing from the north-west with an inch of rain at intervals. My time, which is quite booked, is daily becoming so much the worse.

Sunday, Sept. 7th. Today the aspect of the weather puts one a more favourable appearance. The wind still continues contrary but in a more moderate state than on the preceding days.

*Postscript* I spent as much part of the day at Burlington...
Tuesday, Sept 13th
Through three 24 hours the wind kept as the same as ever—having a little breeze in the morning on got past Botley by 9 AM and as great there at 11 AM and was quite calm and continued so the next day also to the remainder of the day.

Wednesday, Sept 14th
Today the weather this morning was favourable—men of Dundanings at 8 AM and the breeze freshening off towards the afternoon we passed close to the little island at 9 AM at 10 we came to the castle of Dundanings where we saw a great many Whales—by 3 PM were past the Ten Islands and at 10 reached the entrance of the sound leading into the bay of Berwick upon Tweed where the ship went into the bay as the tide slackened.

Thursday, Sept 15th
At 2 o'clock in the morning the vessel got off from the Bay at 3 I set off towards Berwick where I arrived just as day brake.

Monday, Sept 12th
Early this morning before day break the vessel got under way in company with 15 or more vessels. The sea was quite smooth continued however as calm as ever by noon we wen better as far as Harborough where it was quite calm and obliged us to have put an anchor to prevent us being carried back again by the tide.

A remonstrate called the crew which is Spanish against us as a Gale of wind.
On Tuesday, Sept 26th. In the afternoon, I commenced and then journeyed towards Edinburgh, reaching Coldstream in the evening. I called on my grandmother and family next day. I spent the afternoon and evening with Mr. Reid. On Thursday I spent the morning at Reidmire where I arrived about 3 p.m., after taking a little refreshment at Mr. Wallace. I accompanied Mr. Reid and family to Crosthrie and then to Mr. Reid's. On Friday I went to Duthiehead to visit the daughter of Mr. Halliwell. Saturday, Sunday, and Monday the 26th, I walked from Here to Edinburgh. After some time spent in looking for a convenient lodging, I at last pitched upon a residence in East Richmond, near the North Bridge. On Monday the 28th my party, Mr. Coulter, joined me and having taken me on the Great North Road to the Royal Infirmary, we commenced attending the practice of that Hospital daily.

Saturday, Oct 4th.

Mr. Coulter and I set out on an expedition into some of the more northern counties of Scotland, intending in the first place to pay a visit at Glencorse, and then go up Dumbarton. We set off about 10 o'clock and arrived at Dumbarton by 12, and soon after embarking on board the Dumbarton ferryboat at Dumbarton we got across the Falls of Forth by 4. Landing at Riddrie, we took the route for Glencorse through the pleasant scenery of Kilsyth and Kameshum.

We arrived at Glencorse about 5 p.m. I found my sister extremely well and happy to see us. Mr. Jolly was very welcome home and had come as their companion than their usual family consisting of Mr. Jolly and the two little Misses Young. Next morning we found Mr. Jolly at home and after going to Church, we had a very excellent dinner. We took a bath and returned to dinner at the North Bridge. The rest of the evening was spent pleasantly with the addition of the company of Mr. Byres.

Monday, Oct 10th.

After partaking of an early breakfast which my sister had very kindly prepared for us, we took leave of Mr. Byres, whom we called at Mr. Byres's and after spending the remainder of the day in visiting some of the more pleasant parts of the city, we returned to our lodging in the evening.

The next day we proceeded to Glasgow, where we remained for the next three days.

After taking a walk in the city and visiting some of the more interesting parts, we returned to Edinburgh where we remained for the remainder of the month.

Thus ended my sojourn in Scotland, and I set out on my return journey to England with the hope of returning again next year.
Tuesday, Oct 14th

After having breakfast, we set out to visit the town of Dunblane, which is a pleasant place near Stirling, and the scene of the execution of the Jacobite conspirators. The town is built on a hill overlooking the Tay, and is surrounded by beautiful scenery. The surrounding country is extremely fine and highly cultivated, the extensiveness of the fields and picturesque prospects can be seen from the high ground.}

Stirling is considered the handsomest town in Scotland, and the 3rd and 4th Rivers of the Five waters above the town and a large area of land, now occupied by the St. George Inn.

After ascending at St. Rollox, we took leave of the family and returned to the George Inn.

The town of Perth stands on the south side of the Tay, which is a beautiful river with a wide expanse of water. The Tay is a delightful place, and the surrounding country is extremely fine and highly cultivated. The extensiveness of the fields and picturesque prospects can be seen from the high ground.}

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by both. The Hills are entirely covered with woods, in many places
and through the grounds there are delightful walks cut; it is said
60 Miles in length.

The English language is spoken by all, but the Gaelic is still the
common language of the inhabitants.

The Children only cross Hills.

Wednesday, Oct. 12

The weather being so favorable we could wish to proceed taking a
walk up the Highlands, and to see the ancient castle of
Dunkeld. — A Gentleman who we met with at the Inn was also
taking a tour that way, and we were highly honored by having his company.

Our road which is mostly, of Edinburgh was entirely along the base
of the Tay, and it describes an arc according to its curves would come
far short of any abilities. Suffice it to say that the valley is highly
cultivated, enlivened by comfortable Farm Houses, pleasant Gentlemen's
seats, the surrounding hills covered with trees of various kinds. The

The scenery round Dunkeld
is naturally very beautiful, but the

of Perth of Atholl, it is much improved.
exciting, the people were intelligent, and nothing distant to be considered on the way. — At the Meeting of the River Turness and the Tay, we took our course through the grounds of Tulligent, the house and grounds being extensive. Lord and Lady Dunfield were present, with every mark of hospitality. The Doctor having assured us that any attempt to go away that day would be unwarranted, we proceeded through the magnificent grounds and grounds, pointing out all the improvements. Lord Dunfield objected, and so that he was at present doing was to make a sort of his taste, and that of his Lady. He was doubtless a land improver, and arrangements. — But the sweetest scene produced at Tulligent were two ships. M'Nab's mines of the Deich, and the most beautiful Ladies I ever saw. At 10 the whole family retired to their apartments — a flight of steps led to mine, which was just behind the Rock on which the House stands.

Thursday, Oct 13th

Fortunately a heavy fall of rain through the night, and the hardness of the ground prevented us having an effect equal to each other to conduct the meeting — This Doctors Hall.
After leaving this, we hastened up Bremoch's Hill to enjoy the view extensive views from hence but were scarcely repaid for our labour and fatigue for today was making such approach to when we got down this Hill on the other side we were completely disappointed. This was an 18th century tombstone with the inscription of just Bessie Beever Mary Gray. We were posted on to Perth on 18 miles distant, reached the town at 5 P.M. and after dark walked some 3 miles having walked up King's Way and after a halt for the night having walked up King's Way and after a halt for the night, then up the gate near the Gentleman's house to the House of George Beever. We then proceeded to the town for the night. On the 13th of October, another rainy morning brought us breakfasting at Mr. Shetton's coachman called three horses about 11 o'clock and then afterwards we walked about. During the afternoon we both went for a walk with my sister to the Bleak Hills and returned at 9 P.M. the evening was delightful.
Tuesday Oct 16th

Concluded our week's ramble, we left Oban in the morning next day by Dunbarland and crossed the Tay at Queen's Way and arrived in Edinburg about 10 in the evening, very tiredly and met with a kind interesting Society of Scotch alone, but met especially with the civility and hospitality and friendship we had every where with.

Sunday, Oct 23rd

We set once more at our journey home. Leaving Edinburgh on Friday afternoon, crossed the Shannon and the Long and next day to Coldstream having called at Berwick, and last Helvoon. We arrived the Museum of Erinnery

Almost to this evening, we arrived at Berwick, now after my friend and fellow traveller reached London.

Finis